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YOUR DAILY  
PAPER

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point is natural and  
difficult; or even when  
there is something  
wrong with your  
eyes.

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12 Quaker Road, Cheltenham,  
with a European Optician in the Colony

# The Hongkong Telegraph.

FOUNDED 1851 NO. 12,803 三桂號 條三十九 港香 WEDNESDAY, SEPTEMBER 12, 1923

OP. TO 12 PER ANNUM

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 3930.

## THE JAPANESE DISASTER.

### LORD MAYER'S FUND EXCEEDS £100,000.

(Reuter's Service.)

London, September 11.

The Lord Mayor's Japanese Fund has reached over £100,000, of which £10,000 was yesterday cabled to the British Consul General at Kobe for the relief of British sufferers.

### ORDER FOR BRITISH STEEL.

London, September 11.

The anticipations in trade circles that the work of rebuilding the wrecked cities in Japan will create a demand for British steel material seem confirmed by the receipt already of large orders from Japanese houses.

### MORE HELP FOR SUFFERERS.

Melbourne, September 11.

The Commonwealth, in addition to other help, is sending building material and disinfectants to Japan.

The Queensland Government has contributed £10,000 and South Australia £5,000 to Relief Funds.

A Rome message says the Pope has ordered the despatch of funds for the relief of Japanese sufferers.

### U.S. AMBASSADOR'S ESCAPE.

Osaka, September 12.

An American naval wireless message dated the 9th instant says many hairbreadth escapes and deeds of heroism by Americans after the earthquake have come to light. The Ambassador, Mr. Cyrus K. Wood, had a very close shave. He was sitting in his office with Colonel Burnett when the quake occurred. The latter dragged the Ambassador from his seat as the ceiling fell thereon. Late in the evening, Mr. Wood's wife was standing in the garden watching the fire when the wind suddenly changed and soon the Embassy was enveloped in flames and destroyed. Mr. Wood and his wife escaped through millions of flying sparks from fires to the Dutch Legation, which was on the edge of the burning area.

Mrs. Crane, wife of Major Crane, American League Officer on the Yokohama Bund, jumped into the Bay, where she spent hours with thousands of others protecting themselves from fire. She finally swam a quarter of a mile in a raging sea to a ship in harbour.

### RESCUES AT MIYANOSHITA.

Osaka, September 12.

An American naval wireless message dated the 9th inst. says Mr. Robert McIntyre and Mr. Frank Jordan, Americans walked over the destroyed road of the railway from Miyanoshita to Tokyo to get relief for a hundred and fifty foreigners marooned at Miyanoshita. The foreigners were subsequently brought out. They included Mr. Thomas Corcoran and wife. American military and naval language officers made long trips afoot to report to the Embassy, whence assignments of various rolls of services were made.

The earthquake was responsible for many freaks in buildings. Modern buildings supposedly quake-proof collapsed or were badly damaged, while the Imperial Hotel suffered no damage. Japanese houses invariably collapsed at the first shock and made wonderful fuel for the flames.

An unending stream of refugees continues to flow through and around Tokyo. Thousands are coming in search of lost relatives while other thousands are pouring out for more congenial surroundings in the country.

There are about 25 Parsees with their families in Yokohama doing their own business, mostly in silk. At the time of disaster it was at first feared that two of them (Mr. Mody and Mr. Bamji) had lost their lives, but Mr. Bamji was soon found and there was still a great deal of anxiety about Mr. N. H. Mody, barrister (eldest son of the late Sir H. N. Mody). Messrs. N. Mody and Co. have, however, received the undoubted news that all their members mentioned two cables on 9th. and 11th. instant:—(1) "Reported missing at the time of disaster. Still trying." (2) "Mody safe in Tokyo."

News have arrived by the Empress boat that all Parsees have lost their silk stores, valuables etc. and they have been accommodated by their friends in Kobe and Osaka.

The M. M. s.s. "Cordillera," which is due to sail to-day at 4 p.m. for Shanghai and Japan, has on board a Mission of French Army doctors together with medical supplies, despatched from the disposal of the Japanese Government by the Governor-General of Indo-China for relief work. This vessel also carries a consignment of 200 tons of rice for the destitutes.

ANOTHER SURVIVOR'S STORY.

Amongst passengers by the s.s. Empress of Canada who landed here yesterday afternoon, was Mr. F. H. Bugbird, the Yokohama manager of Messrs. Jurdine, Matheson & Co., who was in that port when it was devastated. He tells a thrilling story of his experiences. With other members of the staff, he was at work in the office when the first earthquake shock was felt. The building commenced to crumble, and rocked over at an angle of about 45 degrees. The next shock brought it down and the inmates found themselves buried in the debris. They had to scramble out of the wreckage as best they could.

When Mr. Bugbird got out to daylight again and looked around he saw a terrible scene of devastation everywhere, with practically not a single building

## CONDITIONS IN GERMANY.

### RUHR RESISTANCE TO END?

(Reuter's Service.)

Berlin, September 11.

It is reported that six rioters were killed and ten wounded in a collision between the police and unemployed outside Dresden town hall. Informal discussions are proceeding between Berlin and Paris in order to ascertain what prospects there might be of opening definite negotiations. The visits of the French Ambassador to the German Chancellor at the Foreign Office are undoubtedly closely connected with political reconnoitring.

PARIS, September 11.

Germany's defeat in the Ruhr is considered an accomplished fact. Overtures from Berlin are expected at an early date. The latest turn of events is responsible for to-day's rise in the franc by two points.

## END OF SUMMERTIME.

### AT THREE O'CLOCK IN THE MORNING.

London, September 11.

Summertime ceases at three o'clock in the morning of September 16th.

## REDUCTION IN LEAGUE EXPENSES.

Geneva, September 11.

British and other critics of the League of Nations expenditure will be interested to learn from Secretary General Drummond's statement to the budget committee that the expenses of the Secretariat are being reduced thirteen per cent. compared with the past year, and the general expenditure of the International Labour Office eighteen per cent. Mr. Drummond declared that further reductions were impossible.

## PHOTOGRAPHS OF SOLAR ECLIPSE.

New York, September 11.

The best photographs of the sun's eclipse taken in Southern California are believed to have been obtained by the expedition to Santa Barbara headed by the Londoner, Mr. Worthington, and the Bostonite Mr. Burton. The weather was favourable. Mr. Worthington states that he secured four almost perfect negatives, which he believes will rank as the best ever taken of a solar eclipse.

## GERMANY'S CURRENCY CRISIS.

Berlin, September 11.

The latest move in the currency crisis is contained in an announcement that the Currency Controller requisitions forthwith all precious metals, the possessors of which must declare their stocks before the 21st instant. The Controller is also severely limiting the scope of operations of institutions dealing in foreign exchange.

## NEW RECRUTS FOR CHINA MISSION.

London, September 11.

Presiding at a meeting of the China Inland Mission to bid farewell to a large number of missionaries, including twenty-two new workers, Lieut. Colonel Wing, while pointing out the recrudescence of anti-foreign feeling in China, said there had been two thousand baptisms since the beginning of the year.

## HARRISONS & CROSFIELD DIVIDEND.

London, September 11.

Messrs. Harrisons and Crosfield announce a dividend on the cumulative preference shares at the rate of six per cent. per annum for the three months ending September 30th, less tax.

## ST. LEGER PROBABLES.

London, September 11.

St. Leger "probables" alterations are:—Parth (O'Neill) and Soldomeno (Wing). Add Old Nic (Lane) and Colossus (McLachlan). Polperro has scratched.

## HOUSING DISPUTE.

London, September 11.

The Garden City Ideal at Homuntin.

What appears to be a conflict of viewpoint is revealed in correspondence between the Public Works Department and Mr. Leung Shui-tong, owner of a piece of land in Homuntin, who is contemplating building dwelling houses as a contribution towards relieving the house shortage.

Recently Mr. Leung, who is compradore of Messrs. Nemazee and Company bought an area of land measuring 25,000 square feet at the back of Homuntin, and, in accordance with an intention he had when buying it, he engaged an architect and a plan was drawn up for building sixteen houses of the European type, each having three storeys. The plan was turned down, the reason for his appeal is that the proposed type of house was not in conformity with the Garden City scheme.

We are informed that the houses proposed by Mr. Leung are each designed to accommodate three families. If Mr. Leung's

## IN YOKOHAMA HARBOUR.

### EXPERIENCES OF BRITISH SHIPS.

We are indebted to the P. and O. Company for a copy of the following report by the commander of the s.s. Dongola (Capt. R. H. Griffiths, R.N.R.) regarding his experiences at Yokohama during the recent earthquake:

"I have the honour to forward my report of this ship's experiences during the earthquake at Yokohama:

Saturday, 1st September, 1923.

—Ship at No. 8 Buoy, Yokohama, Inner Harbour.

"At 11.55 a.m. ship commenced to tremble and vibrate violently and on looking towards the shore it was seen that a terrible earthquake was taking place. Buildings were collapsing in all directions and in a few moments nothing could be seen for clouds of dust. When these cleared away, fire could be seen starting in many directions and in half an hour the whole city was in flames.

"Order was given to raise steam as quickly as possible, cable to the buoy was paid out and an anchor dropped under foot. The barometer, which read 29.70 in. at 10 a.m., fell to 26.50 by 2 p.m.; it then commenced to rise and the wind abated to force 6.

"It was then noticed that the breakwater had subsided several feet, but, fortunately, the two entrance lighthouses were left standing.

"About 1 p.m. the piers and sheds on them were all burning fiercely, fanned by the gale.

"I despatched a wireless report to Kobe office on Saturday at 6 p.m. reporting the safety of the ship, but have no information as to whether this message got through.

"I may add that I was on shore when the earthquake took place, having left the office a few minutes previously. I was in the centre on one of the principal streets and happened at the moment to be standing between two large foreign buildings, which withstood the shock. After the dust cleared away I was able to make my way over the fallen houses towards the remains of the pier where I waded out to a small boat and got on board the Company's steam launch close to the Bund but with no crew left on board.

"Shortly before 5 p.m. the wind died away and three boats were

manned by engineers, quartermasters, stewards and lascars and sent on shore under officers to rescue what foreign survivors were visible along the water front and in the water close to the Bund where they had taken refuge, with thousands of Japanese, from the flames which almost reached them from the nearest houses. Each boat made several trips until after midnight, when there appeared to be no more foreigners on the Bund. Upwards of two hundred and fifty souls had been rescued by that time, some of them being very badly injured and all were in a completely destitute condition.

"The utmost care was taken by the ship's company to alleviate distress and make things as comfortable as possible. A boat was despatched to the M. M. s.s. Andre Lebon with a request for medical assistance and stores, her Doctor rendering valuable assistance to our Surgeon. Throughout the night the sky was illuminated by the burning city.

"At daylight next morning (Sunday) the boats were again manned and sent in and more people brought off. At 9.30 a.m. it became highly dangerous for the ship and boat to remain in the inner harbour.

"Against the Building Authority's decision Mr. Leung is petitioning the Governor-in-Council, and the ground for his appeal is that the proposed type of house was not in conformity with the Garden City scheme.

plan were adhered to some forty-eight families would be able to move in on completion.

Against the Building Authority's decision Mr. Leung is con-

survivors, returning with one lifeboat in tow to pick up many others known to be making their way to the Bund.

"At 7 p.m. there were no more to be seen and boats were hoisted, the approximate number then on board being 600 of all nationalities, including many Russians, Chinese and Japanese. As many of the latter as possible were transferred to Japanese ships before leaving.

"At daylight on Monday the s.s. President Jefferson was closed, she having arrived from Kobe in the early hours of the morning, which place Yokohama residents assured me had been destroyed on Saturday morning.

"I sent the Chief Officer on board to obtain information as to

Kobe's fate and navigational problems.

"All were relieved to hear that Kobe was safe when the President Jefferson left there on Saturday at 5 p.m.

"I then proceeded on my way to Kobe to land the people. The ship was also getting short of boiler water. Many ships left at the same time.

"Fires were still raging on shore and the city of Yokohama looked completely destroyed, nothing remaining standing except a few blackened skeletons of foreign buildings.

"The oil fuel storage at the naval port at the entrance to the gulf, which had been on fire since Saturday, was still burning and emitting dense volumes of smoke. The water at the entrance of the gulf for above two miles was covered with oil several feet deep. The danger of this catching fire and blocking the entrance to the Gulf appeared to be great.

"The ports and lighthouses were partly demolished. Soundings were taken proceeding down the gulf and passing between the forts, the depth of water being apparently the same as marked on the chart.

"I despatched a wireless report to Kobe office on Saturday at 6 p.m. reporting the safety of the ship, but have no information as to whether this message got through.

"I may add that I was on shore when the earthquake took place, having left the office a few minutes previously. I was in the centre on one of the principal streets and happened at the moment to be standing between two large foreign buildings, which withstood the shock. After the dust cleared away I was able to make my way over the fallen houses towards the remains of the pier where I waded out to a small boat and got on board the Company's steam launch close to the Bund but with no crew left on board.

"The Chief Officer, Mr. Dickinson, able to take command of the ship in my absence, I am glad to be able to report that the behaviour of the whole ship's company was splendid throughout this most trying time and well worthy of the Company's traditions. I consider that the Purser's Department particularly distinguished themselves in their eagerness to man the rescue boats and in their great efforts to care for the sufferers when on board.

"The ship's surgeon Dr. M.L. Young, also worked without rest for practically three days, having to perform difficult operations without aid.

"I have received a letter of appreciation from the principal people saved thanking the ship's company.

"The total number of survivors on board this ship leaving Yokohama was 505 of whom one lady and one boy died and were buried at sea."

On the Philoctetes.

A representative of the Telegraph had a chat to-day with the Chief Wireless Operator of the Blue Funnel s.s. Philoctetes, Mr. L. E. Franklin, who described what it felt like on board in Yokohama harbour. First of all, he said, there was a terrible vibration all over the ship, and he wondered whether the boilers were about to blow up. This shock lasted some forty seconds.

Then he glanced towards the shore and saw buildings collapse alongside, bringing many more

people into the water.

"Foolish Wives" is the title of the special attraction at the Coronet Theatre. Page 14.

The s.s. "Chekiang" is to be sold by public auction—Page 4.

"Yes, We have some pyjamas" announced Mackintosh & Co. Ltd.—Page 8.

Particulars of important forthcoming auction sales of land and merchandise appear on Pages 4 and 14.

For the current programme at the Star Theatre refer to Page 14.

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## SALESMAN SAM



## EARLIER TELEGRAMS.

## IN TOKAO NOW.

The Imperial Hotel in Tokyo, almost the only building left in the city for the accommodation of foreigners, has been taken over by the military and all got out on Sunday. The American Ambassador and his family and the Embassy staff are still using a portion of the hotel and the British Embassy has an office in the building, otherwise it being used entirely by the military. The foreigners were taken from the city by the launches of the American destroyer Whipple, which entered the inner part of Tokyo Bay on Saturday, being the first foreign warship to pass the old mud forts off Shinagawa since they were hastily erected to protect the city from the expected visit of Commodore Perry sixty years ago. The Whipple's launches went by canal close to Shinbashi Station where the foreigners embarked. The Whipple then brought them to Yokohama where they embarked on the Empress of Australia for Kobe. Very few foreigners are now in Tokyo which is still difficult to reach. Those attempting to reach it must carry their own bread and water and practically no baggage, for no conveyances are available.

London, Sept. 11. The Lord Mayor's Japanese Earthquake Fund is now at £80,000. H. M. the King contributed £500.

It is expected that the five million dollars which the President asked for will be fully subscribed to-day. The Red Cross is meeting on Thursday to act upon the request of Ambassador Woods to immediately forward to Japan a million dollars.

Washington, Sept. 11. The Cabinet has decided to offer the Japanese Government the despatch of Austrian doctors, engineers, architects, and of technical appliances to help in the works of reconstruction.

Melbourne, Sept. 11. The Argus fund for Japanese relief is already £19,000. The Mayors have opened funds and school children in Victoria are collecting.

Washington, Sept. 11. Japanese Ambassador Hanabusa handed Secretary of State Hughes a message from the Japanese Premier expressing the deep gratitude of the Emperor and the people for American sympathy and aid. "This precious gift of American sympathy cannot fail to draw still closer the bonds of friendship and trust that exist between the two countries." The spontaneous relief measures taken by the President, the Government, and the people of the United States have created a profound impression "in the grateful heart of suffering Japan."

The total amount of American subscriptions exceeds four million dollars towards the five millions for which President Coolidge asked.

TEXTILE SCHOOL IN SHANGHAI

Glasgow, Sept. 11. The Chamber of Commerce has unanimously decided to oppose the proposal of the British Chamber of Commerce of Shanghai to establish a British textile school in Shanghai. Mr. George Mitchell, the president did not think it was for this country to educate manufacturers who would compete with our own manufacturers. "A great deal been said of the money the American Government had spent, but the United States had recovered a great deal more than she had spent over the boxer rising and the surplus had been devoted to the educating of Chinese in America. The British Government instead of asking a great deal more than it had spent appointed a commission and found out how much had been lost and that was all they got."

HOUSING IN RUSSIA

Moscow, Sept. 11. In view of the acuteness of the housing shortage in Moscow, the erection of new buildings has been authorised on the basis of "full private property." The area of each house is limited to a thousand square feet.

London, Sept. 11. The estate of the Earl of Farquhar has been provisionally sworn. It amounts to £400,000. Bequests include gifts to the King and Queen, to Prince George, and Princess Arthur Connaught, also to Princess Maud amounting to £50,000 but in the event of marriage the Carnegie sum will be transferred to the husband. The residue of the property goes one half to Princess Arthur absolutely, and one half upon trust for her for life with remainder to Lord MacDuff.

THE SUN'S ECLIPSE

London, Sept. 11. In regards to the total eclipse of the sun yesterday the Astronomer Royal has received a cable stating that the corona was seen through a slight cloud. Good photographs were obtained by Professor Worthington at Lompoc, California. A New York despatch states that navy aviators at a height of sixteen thousand feet took numerous pictures of the eclipse at San Diego. Owing to clouds the expedition from Santa Catalina island which spent several weeks preparing was unsuccessful, but Mexico had an exceptional view.

GERMANY'S CURRENCY PROBLEM

Berlin, Sept. 11. The Imperial Cabinet has unanimously decided to endeavour to solve the currency problem by the establishment of a Gold Note Bank, which will legally be independent of the Imperial finances but closely connected with the Reichsbank. The preliminaries are at present being worked out. It is hoped the institution will commence operations very soon.

## Sam Is Particular.



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## FOOTBALL.

## Singapore Cup Final.

(Our Own Correspondent.)

Singapore Cup Final.

The Singapore Cup Final was won yesterday, for the second time in succession, by the Middlesex Regiment, who beat St. Joseph's old Boys, mostly Chinese, by three goals to nil.

## GOLF.

## The Captain's Cup.

The result of the Captain's Cup competition, played at Faolung on 9th, 10th, and 11th September, was a win for Mr. F. R. J. Adams, 102-18-84 net.

## REDUCTION OF ARMY PAY.

The Select Committee on Estimates in their third report announce that they concur in the view of the Army Council, which informed them they would be prepared to consider the reduction of the pay for new entrants into the Service, subsequent to a given date.

This would result in there being men, for some years, side by side, drawing different rates of pay, but the view of the Army Council is that, however difficult this may be, the position is so serious that it has got to be done.

MEN, AND WOMEN TOO, should remember that daily regularity is of the first importance if they wish to keep fresh and well, and free from intestinal troubles, during the hot weather.

## PINKETTES.

dispel constipation, liverishness, bilious attacks, sick headache, purify the breath, clear the skin. Of dealers everywhere, or post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60 Kiang-se Road, Shanghai.

Pinkettes keep you well.

## BY SWAN

New York, Sept. 11.

The naval aviator, Lieutenant Sanderson, using a navy Wright fighter, yesterday attained a speed of 238 miles an hour. This is stated to be world's record.

## SATISFYING ITALY.

Geneva, Sept. 11.

M. Politis has informed the Council of the League that Greece is depositing in a Swiss bank the amount agreed as security for the Italian indemnity to-morrow at latest.

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L.1456	13th Hungarian Rhapsody -- Busoni Piano
Parts 1 -- 2.	
L.1461	Tambourin Chinois -- Bratza Violin
Pison Lasky -- Bratza Violin	
D.5522	Traviata Ah! Fors'E Lui -- Finzi-Mairini
Traviata-Sempre Libera -- Soprano	
163	Peter Gynt Suite-Morning -- Scott Guards Band
Peter Gynt Suite -- Death of Asg.	
ETC. -- AT.	

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## THE WIRELESS AGE

### Demonstration Ship to Visit China.

One morning recently an aeroplane might have been seen hovering high over the dome of St. Paul's Cathedral. Fifteen miles away on the Thames below Woolwich, at the same time, a long, sinuous form was ploughing its way along the surface of the water.

Like a fish it sped on and out among the crowded shipping until, at last, some twenty miles further down the river, it came to rest at a marked buoy off Tilbury Docks.

That cigar-like fish was a dummy torpedo, and it was being directed by wireless over the whole of its twenty-mile course by the observer in that tiny aeroplane, 8,000 feet over St. Paul's, and so accurate was the directing force that not once in the course of its mysterious passage did the torpedo miss as it scraped the hull of one of the innumerable vessels passing up and down the Thames. And when at last it nosed its way alongside the buoy at Tilbury, it was a bare half-inch out in its predetermined course.

### LITTLE-KNOWN FORCE.

That is but one of the marvels of wireless direction, as technical it has come to be known. It is not altogether a new discovery. During the war the Zeppelin raids on England were all directed and controlled in this manner. Operating from Berlin, where the Germans had a big signalling base, the airship commanders, every few minutes during their flight across the North Sea would get in touch with this wireless station, to be supplied immediately with their exact latitude and longitude, even the latest weather forecast.

But it is only during the last eighteen months that wireless direction has been adapted successfully to commercial purposes. The initial step in harnessing this potent and little-known force was the establishment, some weeks ago, of a wireless light-house on Inchkeith Island, in the Firth of Forth. By means of this light-house ships can be directed through the dangerous channel of Firth by wireless, so that there is no possibility of their running ashore or being wrecked even on the darkest night on in the densest fog.

### ONLY THE FIRST STEP.

This is but the first step in the development of wireless direction. By means of experiments that are now being conducted in the various technical laboratories, it is hoped in the near future to employ this force for running train and tramcar services for traffic control both at sea and on the road, sea navigation, and directing and operating fleets of battleships and aircraft until it will be possible to direct the path of everything moving on the surface of the earth, not even excepting human beings, by means of wireless.

Steps are being taken, in conjunction with the Board of Trade and the Meteorological Office, to internationalise wireless direction of ships at sea. At the present moment there is lying in the Port of London a ship that has been specially fitted with powerful wireless receiving sets to give demonstrations of this new method of navigation in all the principal ports of the world. Setting out from London, this missionary ship will sail for China, via the Mediterranean, Indian Ocean, and the Straits and thence on to North and South America, and back across the Atlantic to Europe and South Africa, giving demonstrations at every big port en route.

The most ambitious effort, however, will be a cross-Atlantic aeroplane flight which is to be made late in the summer. This machine will carry both pilot and observer, but their attentions will be confined to the actual flying side.

Setting out from Newfoundland, for the first 600 miles of its flight the aeroplane will be directed by the Glace Bay Wireless Station. Then it will be picked up and navigated by a wireless "lightship" cruising in mid-ocean to a point where control will be transmitted to Ongar, the big operating station in England.

The whole 2,000 miles of flight will be directed by wireless. Daily Express.

Entertain your friends with

VICTROLA

Ask about our easy payment system.  
MOUTRIES:—Exclusive distributor.

## SOLE SURVIVOR OF "MYLIE."

### Six Days and Nights on Open Raft.

CHIEF ENGINEER FOUND DEAD IN SMALL BOAT.

Mr. A. Harvey Green, chief engineer of the Moller Co.'s steamer Mylie, which sank off the Side Saddle Island during the typhoon of the 23rd instant, was picked up dead in an open boat at 10 a.m. on Wednesday morning, August 29th. The tiny craft had been adrift for six days. It was sighted by the C. N. S. Sinkiang, bound from Amoy to Shanghai, off Patchokok (Kilungyu) Island, more than 100 miles south of the Saddles where the Mylie met her terrible fate. Before the body of Mr. Green had been safely got aboard the Sinkiang, raft was sighted. On it was a solitary figure, who waved twice to the passing steamer and sank exhausted on his frail structure. The man proved to be one of the Mylie's Chinese messboys. He is still alive and an inmate of St. Luke's Hospital, having been brought to Shanghai early yesterday morning on the Sinkiang, reports the *North China Daily News* of August 31st.

Wallowing in the trough of a terrific sea and whipped by a hurricane, the Mylie foundered about 4 p.m. on Thursday, the 24th, instant, four miles off the Saddle Island. The night was so dark that neither the Chungchow, which brought the first report of the Mylie's fate to Shanghai, nor those on the Mylie herself were able to see any shore lights. Exactly how the vessel sank is still unknown, but according to the few words uttered by the half-delirious messboy, she resented on the Sinkiang, she went down by the head. He jumped from the poop on to a raft. So did four others, the captain's boy, and the three members of the engine room mess staff. Two of them became insane and jumped into the sea on the 27th, after four days in the open sea. They more decided to put an end to their tortures the next day, leaving the one solitary survivor who had had the good fortune to meet a passing ship, which he sighted at nine o'clock on the morning of the following day.

### THE RAFT.

When seen by a *North China Daily News* representative, the officer of the Sinkiang told a graphic story of the rescue off the Patchokok Island. There is little doubt that had Mr. Green's boat been sighted a few hours earlier he would have been alive, for the survivor, who had been adrift for six days, was still white. Had life been extinct for even a day, it would have blackened, he thought.

"Mr. Green's boat had a small sail, and appeared to be waterlogged," said one of the Sinkiang's officers. "Something that looked like a man was in it. He was nailed and he made no answer. We then went alongside the craft, and brought the dead body on to the Sinkiang, afterwards heaving up the boat. While these operations were in progress, some one else sighted the raft. The Chinese on it threw up his hands to us and dropped on to its deck. On being rescued he was quite lively. Looking at the corpse on the deck, he ejaculated, 'That is the chief engineer of the Mylie.' The boy was immediately given restoratives, plenty of hot whiskey. This stimulant and the joy of being saved brought him sufficient energy to tell us very briefly what he knew of the wreck." He first of all described having been on the raft a frail bamboo structure, which, by a miracle, had withstood the buffets of the waves for six days and six nights. There were four other Chinese with him. The captain's boy and another messboy jumped into the sea after enduring his privations for five days. The next morning the other two did likewise.

The survivor, said the Sinkiang's officer, was terribly disfigured through exposure to the sun and spray. He had scarcely a rag to his back. His whole body was badly blistered, and the skin was peeling off. His lips were severely emaciated. The sanity he had displayed on being rescued soon gave place to delirium.

The Mylie carried five foreign officers.

Master, Capt. H. Maya.

Chief Officer, Mr. J. R. Hudson, R.R.G.E.

## INSULIN.

### Dr. Banting on His Discovery.

Sir William Horder opened a discussion on diabetes at the meeting of the British Medical Association at Portsmouth recently. Dr. F. G. Banting, of Toronto, the discoverer of insulin, was present and described his experiments.

Sir Thomas Horder said that if they did not discuss insulin at that meeting of the association their patients would probably assume, with reason, that in insulin the profession had a "cure" for diabetes, and that nothing more need be said on the matter. Sir Thomas Horder continued:

"I am afraid a good many persons have already assumed this, and perhaps such an assumption is not surprising in view of certain generalisations that have got abroad, and which, if they do not carry the hallmark of authority, at least have not been authoritatively contradicted." It seemed probable that the use of insulin, controlled by careful observations, would help to mark off much more clearly than before, certain very different types of cases of diabetes met with in practice. Sir Thomas then said: "Certain cases of diabetes are benefited much less by insulin than are others, and this is so even when we make due allowance for all those collateral points in the dietary part of the treatment, attention to which we know to be so important. Certain cases will doubtless be found not to be benefited at all. And if we do not make this position quite clear we shall see many patients suffer the bitter nemesis of disappointment after entertaining a false hope for which we may, quite unwittingly, have been partly responsible."

Sir Thomas later called on Dr. Banting to whom he extended a hearty welcome.

Dr. F. G. Banting said that it would be several years before the limits of the effectiveness of insulin were known. As to patients giving themselves insulin, he quoted the case of the American commercial traveller who carried his own insulin and syringe, and described the daily application of it as being no more difficult than the morning shave. After a warning against this practice Dr. Banting described the experiments which led to the discovery of insulin by observing that a dog became diabetic after its pancreas had been excised. It was then found that if they ligatured the duct coming from the pancreas to the intestines they would necessarily prevent the passage of any external secretion. Nevertheless, though this procedure caused the pancreas to become atrophied the dog did not become diabetic. Evidently, therefore, there was an internal secretion which went straight into the blood stream. The structure of the pancreas was submitted to examination, and it was found to consist of two parts, namely, the main gland and some small islands of cells. The "internal" secretion, which was the active principle, "insulin," came from these cells. Further experiments were still being made. He pointed out that the discovery of insulin threw no light on the causes of diabetes.

### DON'T BUY GLASSES

as you would shoes. Many defects of the eyes are revealed only by a careful examination, and can only be corrected with specially ground lenses. If your eyes trouble you, have them thoroughly examined and scientifically tested in the refracting chamber of the Hongkong Optical Co., successors to Clark & Co., manufacturing and refracting opticians (the only competent optical manufacturing house in the colony), located in 53, Queen's Road Central, and a pair of lenses be specially ground to correct their defects.

Chief Engineer, Mr. A. H. Green.

Second Engineer, Mr. J. Auld.

Third Officer, Mr. J. E. Morgan.

The following has been issued by the Customs:

It is requested that any navigator who may come across traces of the Mylie which foundered about four miles south of the Saddle Island during the typhoon of 24th inst. will be good enough to notify Mr. Eric Moller, of Messrs. Moller and Co., Shanghai, the representative of the owners of the lost vessel.

## BATHING CAPS THAT LAST

We have received a shipment of the latest and best production in Bathing Caps—and are offering same at very moderate prices.

### THE COLONIAL DISPENSARY

14, Queen's Road, Central.

Tel. Central No. 1877. Tel. Central No. 1877.

E HING & CO.  
MATERIALS, SHIPCHANDLERS AND  
HARDWARE MERCHANTS  
25, WING WOO ST.  
PHONE CENTRAL NO. 1110. CENTRAL.

Round each tablet of  
**Sunlight Soap**  
is a wrapper containing full instructions of the Sunlight Way of Washing.

Why not drop the old hard way and try this?

It will save your Time.  
It will save your Labour.  
It will save your Clothes.

## IF YOU POSSESS ONE HYDES EXPOSURE METER

We guarantee you will take photographs with right Exposures!

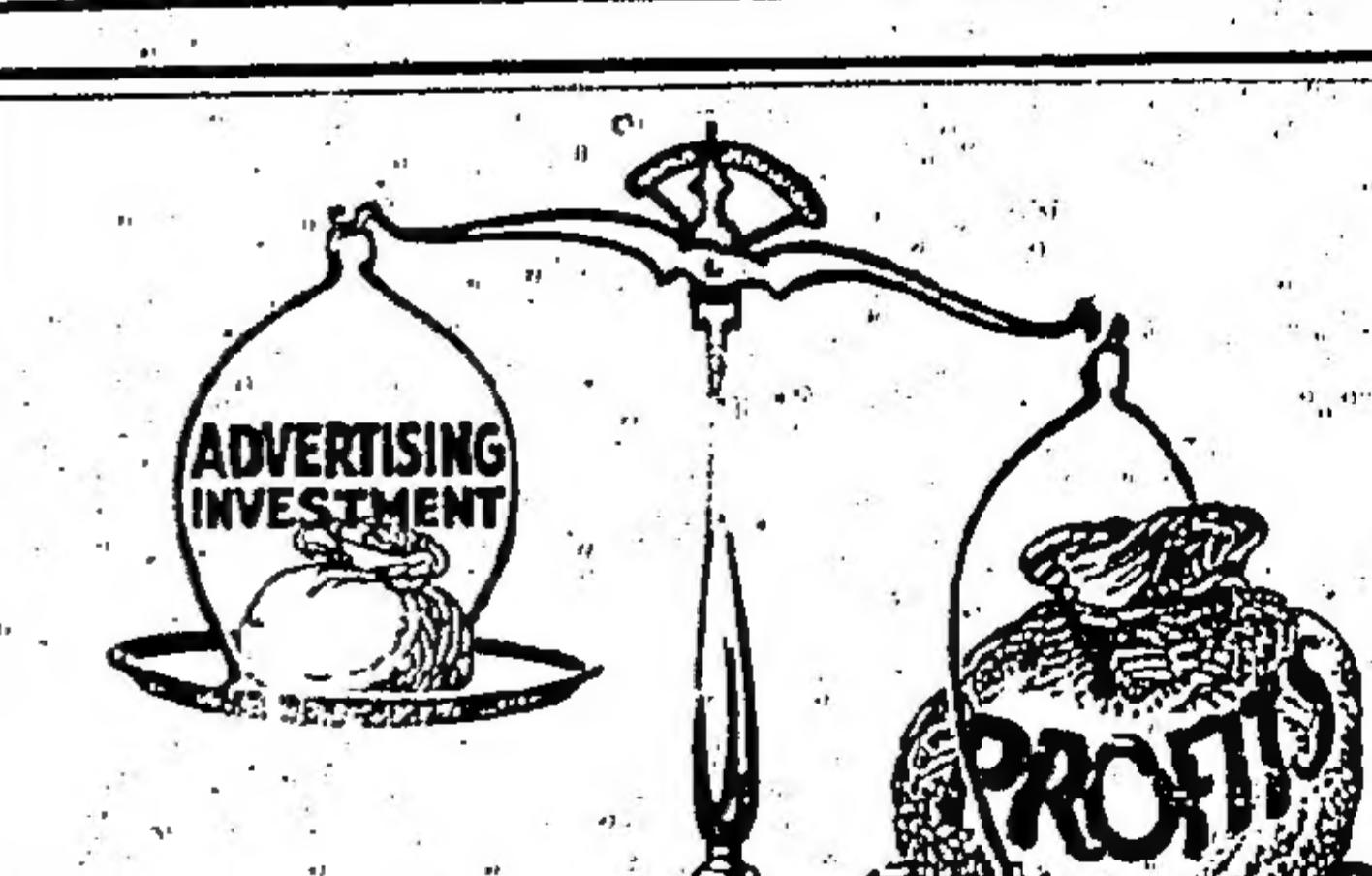
Sole agents in China. HALL LAW & CO.  
Tel. 3217. 10, Des Voeux Road Central.

## GOLDEN STATE BUTTER

From CALIFORNIA CREAMRIES.

Sold by all the leading dealers in one pound cartons.—(FRESH)—and ½ and 1 lb. tins.

SOLE AGENTS.—GEIZ BROS. & CO. of the Orient Ltd.  
PROVISION DEPT.



## Weighed in the Scale—And Found Profitable

THE merchant princes of today have achieved supremacy largely because they look upon newspaper advertising as an investment; an investment that yields big dividends in the shape of increased sales, reduced overhead, permanent good-will.

The smaller merchant in any field cannot do better than follow the lead of these successful advertisers.

But where shall the Hongkong merchant advertise if he insists on getting RESULTS? The answer is simple: The newspaper that consistently brings safe and profitable returns to those who invest in its advertising space is the

**HONGKONG TELEGRAPH**

## NEW ADVERTISEMENTS.

## WANTED.

WANTED—Compradore for  
will established European  
Import & Export house. Reasonable  
securities in Titles or property requested. Send offer and  
particulars to Box No. 992 c/o  
Hongkong Telegraph."

## G. R. NOTICE.

I hereby notified that on and after Thursday, 13th instant, a constant supply of water will be turned on in that portion of the City East of Arsenal Street.

It is not yet possible to maintain a full supply to the remainder of the City.

HAROLD T. C. EASY,  
Water Authority.

Public Works Department,  
Hongkong, 12th Sept., 1923.

## THE SANDAKAN LIGHT AND POWER CO. (1922) LTD.

THE first Ordinary General Meeting of Shareholders will be held at the offices of the Company, St. George's Building, Chater Road, Victoria, Hongkong, on Thursday, the 18th Sept., 1923, at 11 o'clock in the forenoon, for the purpose of receiving and Statement of Accounts and the Report of the General Managers for the year ended 30th April, 1923, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from September 1, 1923, both days inclusive.

SAEWAN TOMES & CO.  
General Managers.

## JAPANESE EARTHQUAKE DISASTER RELIEF FUND.

## NOTICE.

A Special Committee of local ladies under the presidency of Mrs. E. D. C. Wolfe, has been formed for the purpose of receiving and handing over to the Relief Committee for despatch to the devastated areas in Japan parcels of second-hand European clothing of all descriptions for adults and children.

The Committee will be in attendance at the City Hall daily from MONDAY, 17th inst. to SATURDAY, 22nd inst. between 11 a.m. and 12 Noon.

Parcels sent by messengers should be addressed to the Japanese Earthquake Disaster Hongkong Relief Committee.

By Order,

D. K. BLAIR,  
Secretary.

HONGKONG RELIEF COMMITTEE.

Hongkong, 12th Sept., 1923.

## THE HONGKONG HIDE &amp; LEATHER CO., LTD.

Government Salt Chinese Revenue Department.

## NOTICE.

IT has been brought to the notice of the Chief Inspectors of Salt Revenue of the Chinese Government at Peking that the self-constituted authorities of the Province of Kwangtung propose to issue so-called Currency Bonds secured upon the Salt Revenues of the Province.

This proposal constitutes a direct violation of the Re-organisation Loan Agreement concluded in 1913 by the Chinese Government with Foreign Banks, inasmuch as the security for the loan then obtained by the Chinese Government is secured in respect of both principal and interest, upon the entire revenues of the Salt Administration of China.

Therefore, the Chief Inspectors of Salt Revenue, in the execution of the duties imposed upon them by the Re-organisation Loan Agreement, desire to warn all whom it may concern that they definitely dissociate themselves from the proposed issue of currency bonds and that they will, at no time recognise or validate any bonds irregularly purposed to be secured upon the production, transportation, storage or sale of salt in Kwangtung or other Provinces, or upon the revenue derivable therefrom.

## Chinese Government Salt Revenue Department.

## NOTICE.

IT has been brought to the notice of the Chief Inspectors of Salt Revenue of the Chinese Government at Peking that the self-constituted authorities of the Province of Kwangtung are issuing licenses for the release and transportation of salt and are collecting the duty on such salt at a discount from the rate of duty authorised by the Chief Inspectors to be collected by their duly appointed representatives.

This action constitutes a direct violation of the Re-organisation Loan Agreement concluded in 1913 by the Chinese Government with Foreign Banks, inasmuch as by the terms of that Agreement the Chief Inspectors constitute the chief authority for the superintendence of the issue of licenses and the compilation of reports and returns of revenues and, through their representatives in the various Provinces, are responsible for the collection and deposit of the salt revenues of the whole country, which form the security of the Re-organisation Loan.

Therefore, the Chief Inspectors of Salt Revenue, in the execution of the duties imposed upon them by the Re-organisation Loan Agreement, desire to warn all whom it may concern that they do not recognise collections of salt tax and issue of release permits by the authorities irregularly performing these functions at Canton, and that instructions have been issued to the representatives of the Chief Inspectors at the salt works to decline to recognise such documents.

## P. &amp; P. S. S. CO.

STEAMERS FOR Straits, Colombo, Australia, Bombay, Egypt, Mediterranean Ports and London.

Through Bills of Lading issued for Batavia, Persian Gulf, Central American and South African Ports.

THE Steamer "SICILIA", Capt. E. C. Miller, R.N.R., carrying His Majesty's Mails will be despatched from this port on or about TUESDAY, 18th Sept., 1923 at NOON, taking Passengers and cargo for the above Ports.

Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed by this Steamer proceeding to Bombay and there transhipped to the on-carrying Steamer for Marseilles and London.

Parcels will be received at the Office until 5 p.m. the day before sailing. The contents and value of all packages are required. For further particulars, apply to:

MACKINNON, MACKENZIE & CO., Agents, Hongkong, 12th Sept., 1923.

Dated the 12th day of Sept., 1923.

By Order of the Board,  
E. PEPPERELL,  
Secretary.

## GREEN ISLAND CEMENT CO., LTD.

## NOTICE.

A INTERIM DIVIDEND of Fifty cents (50 cents) per share has been declared for the half year ending 30th June, 1923. Such Interim Dividend will be payable on and after TUESDAY, the 18th September at the offices of the Company, where shareholders are required to apply for Warrants.

The REGISTER of SHARES of the Company will be closed from the 7th September 1923 until the 1st September, 1923 (both days inclusive), during which period no transfer of shares can be registered.

By order of the Board of Directors,

SHEWAN, TOMES & CO.  
General Managers.  
Hongkong, 29th August 1923.

THE Ship is of 985.2 tons gross and 535.4 net tonnage. Her length is 190 feet or thereabouts. Beam .33 feet or thereabouts draft 18 feet 9 inches or thereabouts and horsepower 252.

For orders to view, apply to Messrs. Lammet Bros., Auctioneers at their Auction Rooms in Duddell Street.

For further particulars apply to:

Messrs. Johnson, Stokes & Master.

Prince's Buildings

or to

Messrs. Lammet Bros., the Auctioneers.

Duddell Street.

## KOWLOON C.I.T. CLUB.

## AT HOME

SATURDAY, 15th Sept., 1923.

## CRICKET AND TENNIS

## PRIZES

for the past season will be presented by

Mrs. R. E. LINDSELL.

and Recipients are specially asked to attend.

## A BAND WILL BE IN ATTENDANCE

An American tennis Tournament.

(Gent's and Mixed Doubles)

will be held in the afternoon

commencing at 2.30 precise and

the attention of intending com-

petitors is drawn to entry list in

Club House which closes on

Wednesday, 12th inst.

P. HEATHCOTE,

Hon. Secretary.

Kowloon, 8th Sept., 1923.

Estimates free for Sanitary Installations: Hot Cold Water Systems.

Hire a large stock of

Porcelain Commodes—Enamelled

Commodes—Bidets—Lavatory

Baths—Bath Room Fittings

—Cooking Ranges, &c.

Floor & Wall Tiles—Water

Heaters, Filters, Hand &

Electric Pumps.

Artistic Models in Italian Marble

or Hongkong Granite to own design

or from select'n.

Estimates free including erection

or F. O. B.—H. K.

—

DO NOT MISS—

ROCHA'S POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist in the Valuation of

Household and Office Furniture

DA ROCHA'S MART

1A D'Aguilar St., Phœnix 2233

5 p.m. and

9.15 p.m.

THE GREATEST STORY OF AMERICAN

LIFE EVER SCREENED!

THE FLIRT

It is a such story as BOOTH TARKINGTON has always loved to write—full of

dramatic situations, irresistible humor, and

just enough pathos now and then to arouse

the softer emotions. No one knows American

life as Tarkington knows it; no one can depict

it more graphically.

We earnestly advise everybody in this

Colony to see "THE FLIRT" with its

remarkable cast and excellent programme.

You will remember it long after you have

forgotten all other pictures.

SHE WAS A LIAR (and Beautiful)

SHE WAS A HYPOCRITE (and kissable)

SHE WAS A TYRANT (and adorable)

SHE WAS A CHEAT (and bewitching)

WHY?

Prices of Admission:—9.15 p.m. \$1.50 & \$1—5 p.m. \$1.20 & 80 cents.

## FORTHCOMING AUCTION SALES

## LAMMERT BROS. HUGHES &amp; HOUGH

## PUBLIC AUCTIONS

## GENERAL AUCTIONEERS

## AND BROKERS

## PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction on

Tuesday the 18th September 1923

commencing at 11 a.m.

at "Kingsclere", Kennedy Road

A Large Quantity of Valuable Household Furniture

comprising—

Dressing room suits (Chesterfield couch and chairs, teak

tapestry chairs, teak round and

card tables, teak screens, beau-

iful Japanned carved and lacquered

curio cabinet, Japanese lacquered

vases, large Chinese porcelain

vases, brass electroliers, brass

ornaments, cut glass punch

barrel, cut glass decanters and

glasses, blue and white Chinese

dinner set, white dessert set, of

paintings, large carpets, pile rugs,

curtains, curtains, cushions,

Chinese Curios, wall plates, etc.

comprising:

Life Boats, Dingies, Whalers,

Electrical and Wireless Telegraphy

Fittings, Electric Cable, Cooking

Stoves, Ships' Fittings, Iron Beds,

Mattresses and Fittings, Life

Rafts, Life Jackets and Belts, Car-

pets, Rugs, Mats, Table Covers,

Blankets, Curtains, Canvas, India

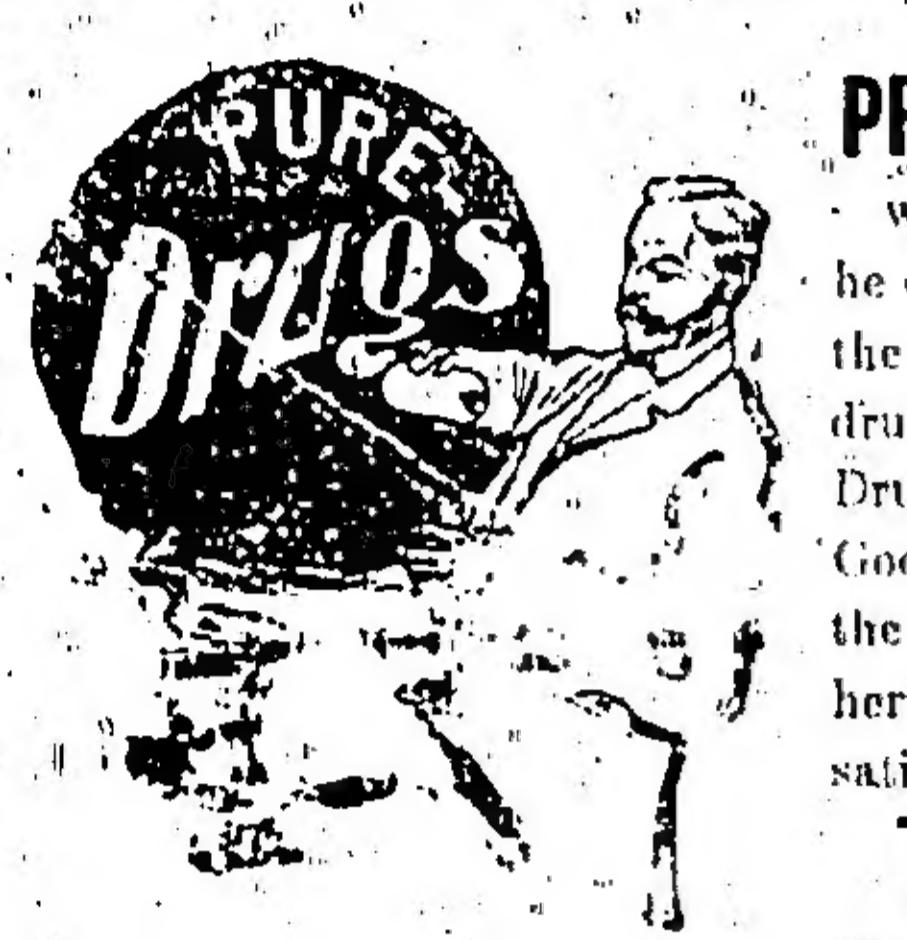
Rubber and Metallic Hoses Old

Cordage, Canvas Rags, Old India

Rubber, Old Leather, Old Woollen

and Linen Rags, Old Asbestos, Old

LOTOL  
OSPRAY  
IT  
TO FREELY  
LOTOL  
REFUSE SUBSTITUTES



## PRESCRIPT. NS

when the doctor prescribes he expects the druggist to fill the prescription with pure drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the doctor's prescription filled here and the result will be satisfactory.

## THE PHARMACY.

The Red Bldg Opposite Ice House St.

## NOTICE

THE COWIE HARBOUR  
COAL CO., LTD.  
SILIMPON COAL

THE undersigned are prepared to quote prices for best quality freshly mined Silimpone Coal, trimmed into Bunkers at Sabattik or Sandakan (British North Borneo), and to contract for regular Supplies of cargo lots at favourable rates.

Steamers calling at Sabattik or Sandakan exclusively for Bunkers are exempt from payment of ordinary Port Charge. The minimum draft of water alongside the Company's Wharf at Sabattik is 26 feet at low water Spring Tides. Charts of Cowie Bay (Sabattik Harbour) and any required information concerning the Port may be had on application to

GIBB, LIVINGSTON &  
CO. LTD.

Agents,

The Cowie Harbour Coal Co. Ltd.

SPECIAL SALE



Very Low  
Prices

ROYAL & CO.

Footwear Specialists.

Tel. 3337.

1, D'Aguilar Street, Central.

HONGKONG CLUB.

## PIANOS FOR SALE OR HIRE

Tsang Fook Piano Co.

Tel. 2127.

94a, Wan Chai Road.

## PEAK TRAMWAYS CO., LTD.

## TIME-TABLE

(From 1st June, 1923.)

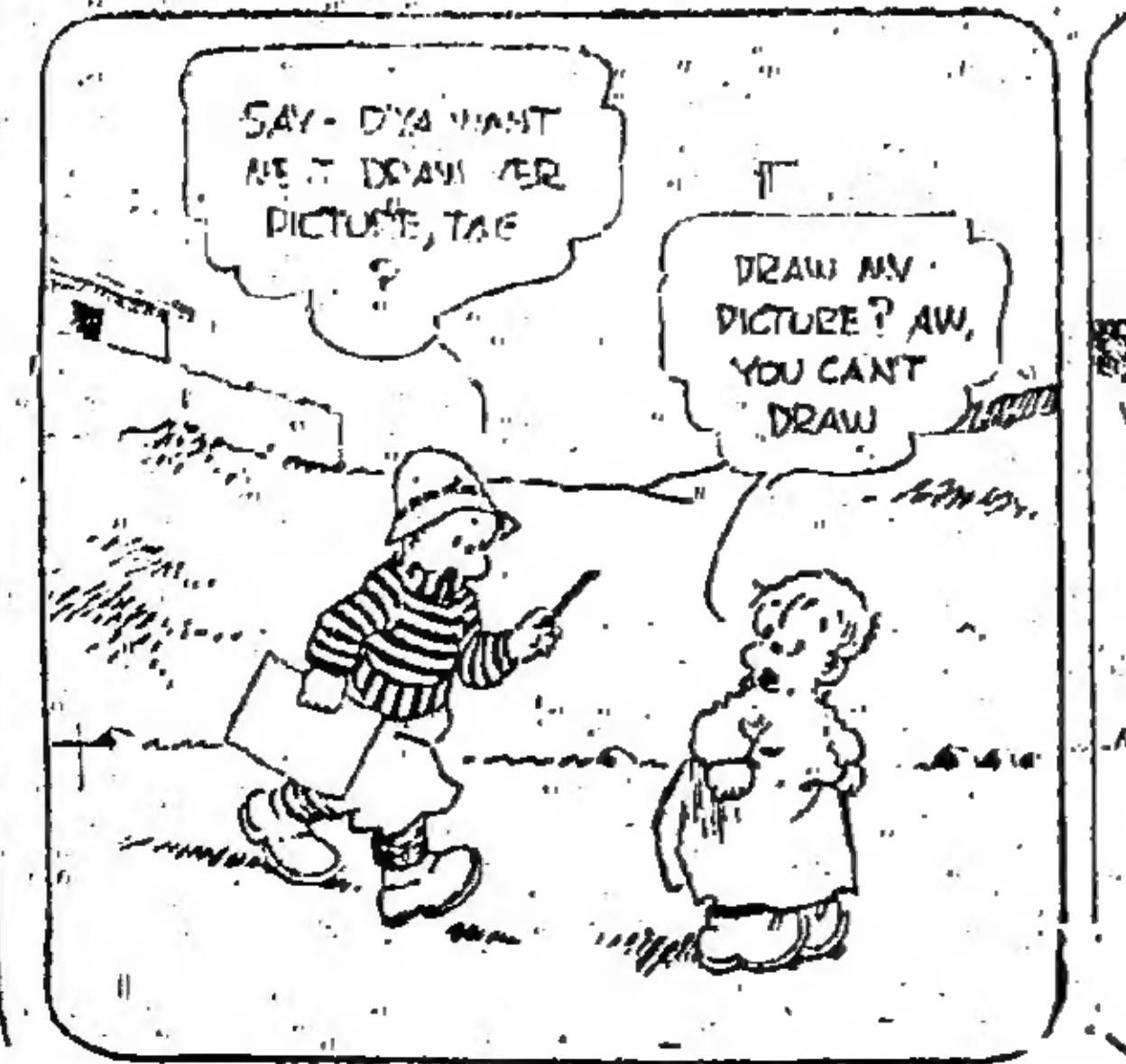
Week Days.		Sundays.	
7.00 a.m.	7.18 a.m.	7.00 a.m.	7.10 a.m.
7.30 " to 8.00 "	every 15 min.	7.30 " to 9.30 " every 15 min.	
8.00 " to 8.20 "	10 min.	9.30 " 11.00 " 10 min.	
		11.15 " 12.00 noon " 15 min.	
8.30 " Non-stop.		12.00 noon 1.00 p.m. 10 min.	
8.37 " Stopping.		1.00 p.m. 2.30 " 15 min.	
8.47 " Non-stop.		2.30 " 4.30 " 10 min.	
8.54 " Stopping.		4.30 " 5.30 " 10 min.	
9.04 " Non-stop.		5.30 " 6.30 " 10 min.	
9.11 " Stopping.		Stopping.	
9.20 " Stopping.		6.40 " Non-stop.	
9.30 a.m. to 11.00 " every 10 min.		6.47 " Stopping.	
11.30 " 11.30 p.m. " 15 min.		6.57 " Non-stop.	
Stopping.		7.04 " Stopping.	
12.40 " Non-stop.		7.13 " Non-stop.	
12.47 " Stopping.		7.20 " Non-stop.	
12.57 " Non-stop.		7.30 " Non-stop.	
1.04 " Stopping.		7.37 " Stopping.	
1.13 " Non-stop.		7.47 " Non-stop.	
1.21 " Stopping.		7.54 " Stopping.	
1.30 p.m. to 4.00 " every 10 min.		8.03 " Non-stop.	
4.00 " 4.30 " 15 min.		8.10 " Stopping.	
4.30 " 6.30 " 19 min.		12.00 Midnight.	
Stopping.		Night Cars:	
6.40 " Non-stop.		Weekdays and Sundays.	
6.47 " Stopping.		8.50 p.m. 9.00 p.m. 9.20 p.m.	
6.57 " Non-stop.		9.30 " to 11.00 p.m. every 30 min.	
7.04 " Stopping.		11.15 " 11.45 " 15 min.	
7.13 " Non-stop.		Stopping.	
7.20 " Stopping.		Special Cars.	
7.30 " Non-stop.		By Order	
7.37 " Stopping.		D. K. BLAIR.	
7.47 " Non-stop.		Secretary.	
7.54 " Stopping.		Hongkong Relief Committee.	
8.03 " Non-stop.		Hongkong 10th September, 1923.	
8.10 " Stopping.			

IF YOU  
ENJOY  
REALLY  
GOOD COFFEE

BUY THAT WHICH IS  
SPECIALY SELECTED  
AND FRESHLY ROASTED AND GROUND  
DAILY.

THE CRAECO-EGYPTIAN CO.  
12, Queen's Road, Central.

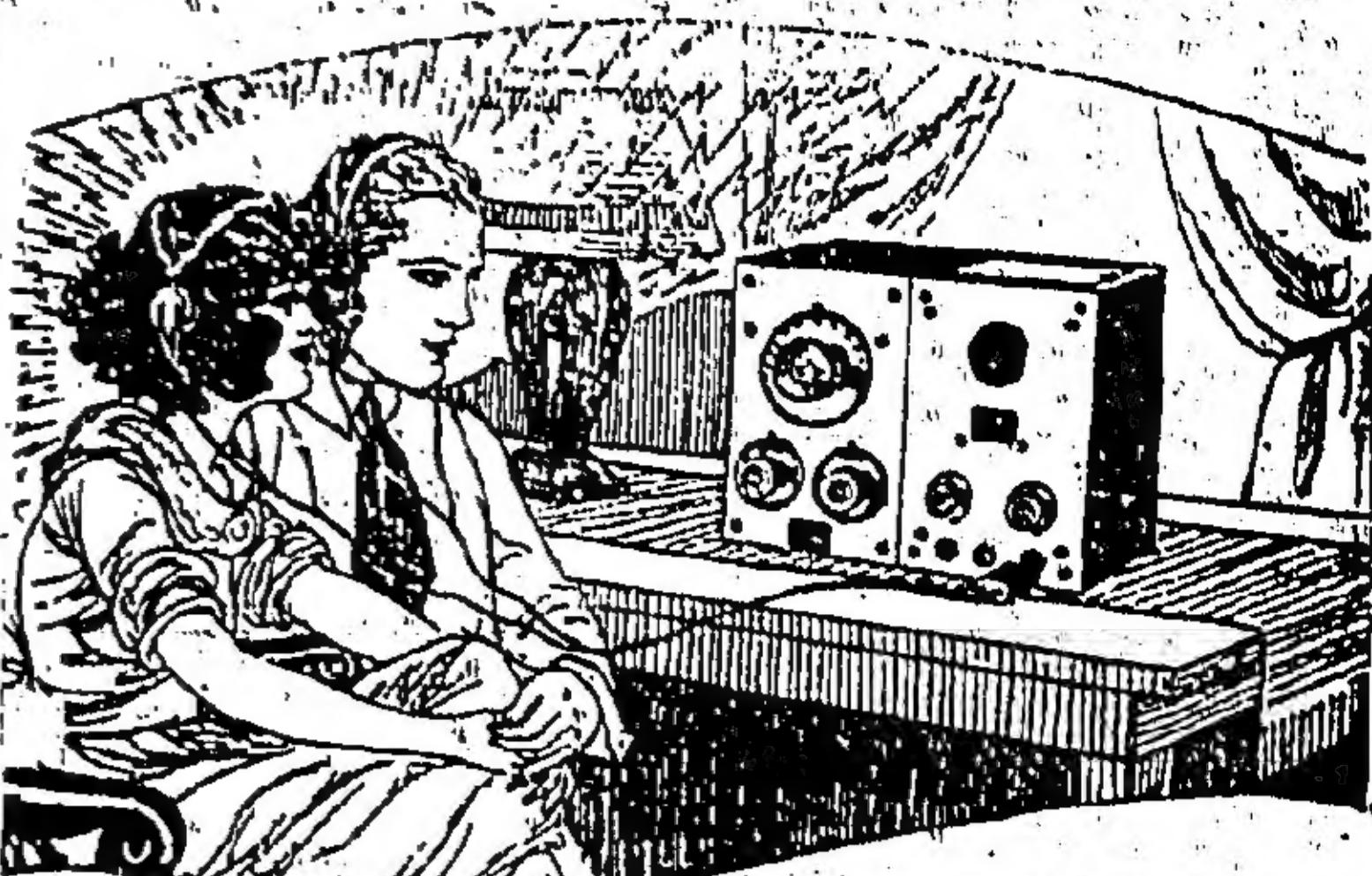
## FRECKLES AND HIS FRIENDS



## Willie Is a Genius



BY BLOSSER



## RADIO EQUIPMENT OF EVERY DESCRIPTION.

You can hear the tests being carried out by the

## HONGKONG HOTEL CO., LTD.

In your own home, but make sure that the set you purchase has been approved by the Postmaster General.

We guarantee our British made sets to comply with any future rules and regulations in respect to receiving sets in Hongkong.

For information and particulars visit the

ELECTRICAL DEPARTMENT  
of THE HONGKONG HOTEL COMPANY, LIMITED.

Tel. Ctl. 654. HOP CHEONG 55, Queen's Road, Central.

## COMPLETE HOUSE FURNISHERS

DEALERS IN

## SWATOW DRAWN AND LACE WORK

EMBROIDERIES, OLD MANDARIN COATS,

SILK, ETC., ETC.

LARGE CONSIGNMENT JUST UNPACKED.

INSPECTION CORDIALLY INVITED.



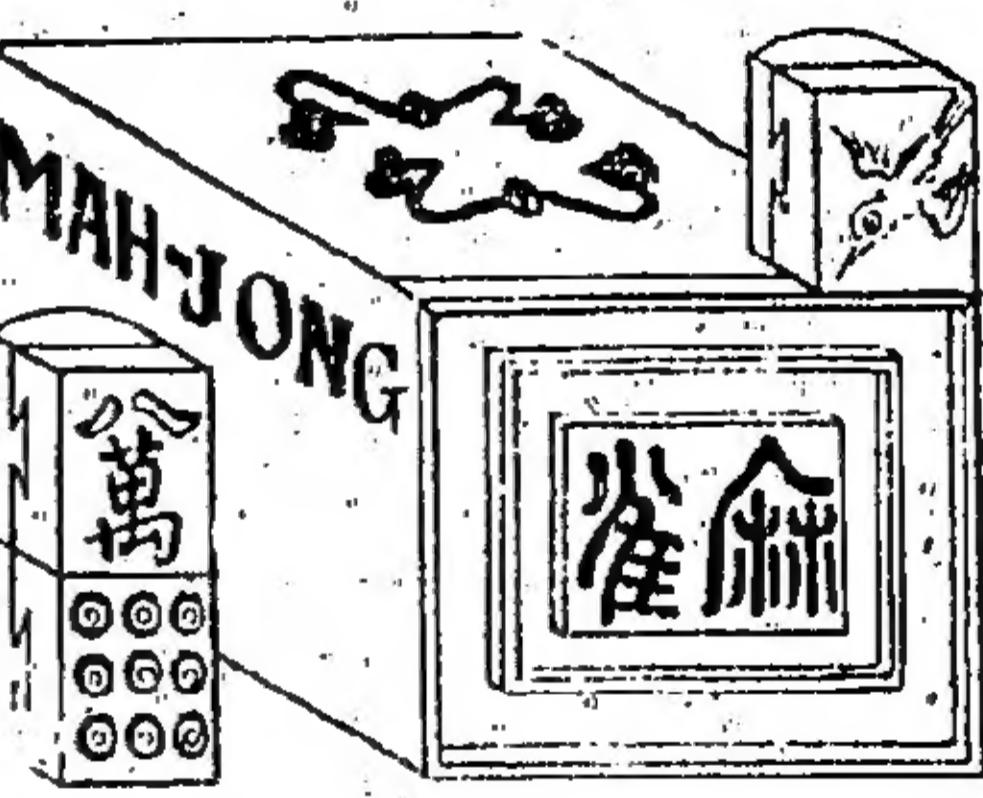
## PEKING LAMP SHADES

We have large stocks of the choicest Peking lamp shades. OUR STORE is also the best place to obtain shawls, scarves, caps, crepe underwear, dresses, laces, mandarin costumes, Swatow work, etc., etc.

## FOOK WENG &amp; CO. Astor House Building Cable Address "CURIOS"

## MAH-JONG!

THE GAME WHICH HAS BECOME THE RACE OF THE WHOLE WORLD



Take a set home today and will quickly become an enthusiastic exponent.

We have the best selection in South China

## SWATOW LACE CO.

17 A, Queen's Road, Central.

## Manufacturers of

SILK EMBROIDERIES,

SWATOW DRAWN WORK,

LACES, ETC., ETC.

TELEPHONE C.1468 - - - - (HUNG ON)

You will arise refreshed, full of vigour and energy, if you make it a habit of taking

WATSON'S

## Effervescent LIVER SALT.

It acts gently on the liver, kidneys and bowels, and cures many diseases of the system all ailments. It relieves the congested condition arising from sedentary occupations, overwork, errors of diet, etc., etc.

Price \$1.40 per bottle

Sole Agents:

**A. S. WATSON & CO., LTD.**  
THE HONGKONG DISPENSARY.  
ESTABLISHED 1841.

## THE MOUTRIE PIANO

THE INSTRUMENT WITH A REPUTATION

SEVEN YEARS' GUARANTEE  
WITH EVERY PIANO.

**S. MOUTRIE & CO., LTD.**

CHATER ROAD.

LANE, CRAWFORD'S  
REGRET THAT THEY  
HAVE NO BANANAS.  
BUT  
HAVE PLEASURE IN ANNOUNCING

### THE ARRIVAL

OF

"The GOUDIE"  
LOCKFAST  
CLOTH BAG.

SIMPLY PULL THE  
PATENT SLIDE AT THE  
HOOD AND THE POCKET  
AND THE BAG IS  
LOCKED.

Clubs and balls cannot be pilfered and clubs are protected from wet and resulting rust.

**LANE, CRAWFORD, LTD.**

## HERRING HALL MARVIN SAFES

FOR  
OFFICE, HOUSEHOLD OR  
PERSONAL USE IN KEY-  
LOCK OR COMBINATION  
ATTACHMENT.

### "THE SAFE WITH A REPUTATION."

Immediate Stocks  
Offering.

### MUSTARD AND CO.

17, Connaught Road, Central.  
Tel. No. 1186

#### DEATHS.

FARIAS.—On the 11th September, at the French Hospital (Causeway Bay), António M. F. Farias. (Shanghai and Japan papers please copy.)

ELLISON.—On September 3, at Kuling, Rev. E. J. Ellison, B.Sc., of the English Baptist Mission, Shantung.

### The Telegraph.

HONGKONG, 12th Sept., 1923.

#### RIDICULOUS.

We have not yet seen a copy of the draft regulations for the prevention of piracy, but if we are to judge from the clauses made public in a letter which we published yesterday, they would appear to need a deal of modification before being put into force. According to the writer of that letter, who has closely studied the draft, there is no provision whatever made for the safety of the passengers, the cargo or the ship. Whether it is possible to devise means for such protection, we are not in a position to state. We certainly do not think that absolute safety from all attack can be assured, but it should be possible to reduce risks to a minimum. The majority of river steamers, however, do not lend themselves to defence, and it may be this circumstance which accounts for the absence in the draft regulations of safety measures. This is a point which we can leave to others.

The writer of yesterday's letter is chiefly concerned with pointing out the absurdity of the regulation which provides that the obligation on the part of masters and officers to resist piratical attacks to the uttermost is imperative and that no discretion may be exercised in the matter. We find much to support in his viewpoint. As he shows, circumstances may arise as a result of which the lives of passengers and the safety of the whole ship might be jeopardised through officers foolishly resisting when resistance would be absolutely futile. We can conceive of conditions under which it might be by far the most tactful procedure not to resist—by which, indeed, the opposite action might eventually lead to the capture of the pirates. But no; it is laid down that no discretion must be used. In other words, ships' masters and officers are to be regarded as mere machines—they must under no circumstances use their intelligence or common-sense. That is one aspect of this "no

discretion" regulation. There is another. Masters and officers, with the fine traditions of their calling behind them, very naturally resent this demand that they be courageous—as though they were a crowd of cowards accustomed to evade risks. The experiences of past piracies in this part of the world give the lie direct to that imputation. Under the most trying circumstances, ships' officers have shown pluck and bravery unequalled even on the field of battle. They do not need to be told what their duty is—they can be trusted to do it in true British fashion. To treat them like children, as under these proposed regulations, is an insult to them all.

There are other aspects of this question upon which we may comment later. In the meantime we can only express our surprise that such draft regulations should ever have been issued. It would be interesting to know by whom they were drawn up and whether men of experience had the deciding voice in the deliberations which led to their being issued. We should hardly think so. At any rate, they must be materially amended before being put into operation.

#### The Three R's.

The European Allies have a harder task than the average small boy in trying to con the three R's—Rhine, Ruhr, and Reparations

for they have no teacher, and have to try and solve the problems for themselves. If all were to agree on the line of procedure, something might be accomplished, but unfortunately each has been trying its own way. Without attempting to predict what the outcome is to be, or pretending to think that the outlook has improved, we can at this stage of events examine the aspects as they present themselves to-day. First of all, we find no signs of agreement among the Entente Powers. Next, we have the conditions in Germany threatening to go from bad to worse—much worse. Trade and reparations are closely related (certainly so far as Britain is concerned) and we have increased unemployment at Home, serious business depression, and promise of a hard winter. Italy, formerly inclined to uphold the British contentions as regards the Ruhr, is now (thanks to its attack of Mussolini) probably anti-British in sentiment. The latest news gives a peculiar contrast between the French viewpoint and German pseudo-optimism. It is impossible to believe that the report, published yesterday, of the German Government's policy in the Ruhr, is likely to meet with full Allied approval. It seems merely another riddle of the three R's. Who might head our cables dealing with the question "A Puzzle a Week," without holding out any hopes of early publication of the solution.

#### Balkan Clouds.

That hotheated national disagreements, the Balkans, was not made any better when new "nations" were created by the Allies after the late war. It has merely meant the increase of contestants. We have "a fresh cloud in the European sky," reported from Fiume, where Italy holds sway. That newly-named State, Jugoslavia, finds itself in disagreement with the Italians over the partition of neighbouring territory; and this five years after the conclusion of the war that was to end war. There is even reference to an ultimatum. We wonder how much of this trouble could be traced to the effects of the Graeco-Italian dispute. As regards this latter controversy, it is pleasing to note the possibility of an early settlement of what promised, not long ago, to become a very grave affair. But even should we be rejoicing in the near future at the passing of this big cloud, we must not forget the ill-feeling that will be left behind, and the seeds of future conflicts that might have been sown.

#### WATER POLO.

In the Water Polo League last night, R.G.A. "A" defeated V.R.C. "B" by six goals to nil.

#### DAY BY DAY.

THE MOST FATAL DISEASE OF OUR TIMES IS INTROSPECTION.  
Dr. Edward Lyttelton.

Whilst unloading cargo yesterday at Jardine's wharf a cargo coolie fell into the water and was drowned.

Amongst the passengers who arrived by the Empress of Canada yesterday were Mrs. J. H. Taggart and Mr. R. Mattingley.

Injuries to his left foot were sustained by a Chinese in a fall from a tramcar at Quarry Bay. He was taken to the Government Civil Hospital.

Yesterday's health returns show two cases of enteric (Portuguese and Chinese) and one each of small-pox (Chinese) and paratyphoid fever (Chinese).

The whole of the proceeds of the forthcoming Promenade Concert at the Volunteer Headquarters will be devoted to the relief of sufferers in the Japanese disaster.

Lady Rees-Davies informs us that the net proceeds of the Children's Aquatic Sports held at Stonecutters, on September 5th, in aid of the Ministering Children's League, were \$1,000.

It was learned at Police Headquarters this afternoon that U Hon-man, who was recently re-arrested after having been convicted and fined for possession of arms, has again been released.

On the voyage of the s.s. Wing On to Canton on Monday night, a quantity of ammunition was found aboard. On arrival, the Customs people found more, as well as four revolvers. All were seized.

The following extract from the *London Gazette*, dated 3rd August, 1923, is published in Command Orders:—Royal Army Pay Corps—Lieut. and Paymaster (Temp. Captain) A. W. M. C. Skinner to be Captain.

#### THE S.S. "RHIMS"

#### Salved and Docked.

One after another, the numerous steamers that were stranded in the typhoon of 18th August are being reloaded. The most recent to come to our notice is the French steamer Reims, which has been held fast in the rocks at the northern end of Stonecutters' Island for over three weeks.

The Reims was successfully floated yesterday morning and was towed to Kowloon Docks in the forenoon. The salvage is to be credited to Chinese. The French steamer now rests on her cradle in one of the two slips at Kowloon alongside the s.s. Kwongsai, both of which are undergoing repairs by the Hongkong and Whampoa Dock Co. Ltd.

#### CORRESPONDENCE.

(To the Editor of the Hongkong Telegraph.)

#### An Expression of Thanks.

Sir,—I am sorry that during the interview your representative had with me on the s.s. "Empress of Canada" yesterday, I omitted to make mention of the very great kindness and consideration shown me by all of the officers of both the "Canada" and the "Australia," whilst in Yokohama. All the officers, from the Captains down, were indefatigable in their efforts, not only in the work of rescuing everyone they could from that blazing inferno, but also in providing for the comfort of the rescued when safely on board. Their splendid example was emulated in no small measure by the Chinese stewards, my own boy even offering to provide me with clothes.

It was entirely due to the excitement of finding myself safe again in Hongkong that I forgot to express my heartfelt thanks to the officers of the Empress Lin.

Yours etc,

D. E. PEPPERELL,  
Hongkong, Sept. 12th, 1923.

#### THE PRIME MINISTER.

##### A Personal Sketch.

London, August 9th.

Ten years ago, wrote Reuter's Chief Parliamentary Editor, Mr. Stanley Baldwin, the Prime Minister, was unknown to his political friends; some six years ago he was recognised as a useful addition to the Government Bench in the second Coalition Administration; later he was accepted as a valuable member in the post-war Coalition Government; and now everybody is wondering why he was not discovered sooner.

A distinguished Liberal leader confessed to me that during the prolonged political struggle which preceded the truce imposed by the war, he had no recollection of Mr. Baldwin as a member of the Opposition ranks and, in fact, in all that protracted fight Mr. Baldwin did not play a conspicuous part. When he became Secretary to the Treasury in the Coalition he quickly showed that his business training was of value in connection with the financial affairs of the State and it was then that members found that in addition to financial capacity he possessed a pretty wit and some of his bon mots are still quoted appreciatively of the onlookers.

Tomlinson, as No. 1, stuck gamely to his opponent Gerrard, but went off somewhat towards the end of the game. Veitch and Poignand were both somewhat erratic, although the latter improved greatly in the second half.

For the Police Clark as skip and Gerrard as No. 1 were the outstanding players, their bowling being nearly perfect. Grimmett did useful work but was not always consistent. Robertson's play was rather "ragged" and much below his usual form. Taking the match all round, and barring the first four heads which were a trifle straggly, the play was of a very high order, and I venture to say that nothing better will be seen at the Interport Match.

#### LAWN BOWLS.

##### Police Club Defeat Shanghai.

[BY "JACK HIGH."]

The remainder of the Shanghai Interport bowling team arrived here yesterday by the Empress of Canada and were met by the following officials of the Lawn Bowls Association:—Mr. D. Gow (Vice President), Mr. D. Harvey (Chairman) and Mr. C. J. Tacchi (Hon. Secretary). They were given a hearty welcome to the Colony, and much pleasure was expressed at renewing acquaintance with Mr. J. Shaw, the veteran skip, who was down here with the team two years ago.

##### The First Match.

Yesterday, in the presence of a large gathering representative of every Bowling Club in the Colony, the Shanghai Interport Bowlers played their first match on the Police green. It was very sporting of the Shanghai players to risk their reputations in consenting to play within two hours of landing, but they nevertheless gave an excellent display of bowling. Although they lost by a margin of 8 points the final score is no real indication of the fight put up by the losers. Shaw had rotten luck with several faultless woods and earned the sympathy of the onlookers.

Tomlinson, as No. 1, stuck gamely to his opponent Gerrard, but went off somewhat towards the end of the game. Veitch and Poignand were both somewhat erratic, although the latter improved greatly in the second half.

For the Police Clark as skip and Gerrard as No. 1 were the outstanding players, their bowling being nearly perfect. Grimmett did useful work but was not always consistent. Robertson's play was rather "ragged" and much below his usual form. Taking the match all round, and barring the first four heads which were a trifle straggly, the play was of a very high order, and I venture to say that nothing better will be seen at the Interport Match.

##### Teams.

Shanghai	Police
J. Tomlinson	W. G. Gerrard
T. Poignand	J. Robertson
H. Veitch	A. Grimmett
(skip) J. Shaw	(skip) J. Clark

##### Scores.

Shanghai	Police
Heads.	Shots.
1	4
2	1
3	5
4	5
5	2
6	7
7	2
8	9
9	2
10	9
11	1
12	10
13	3
14	11
15	11
16	12
17	1
18	13
19	13
20	3
21	17

This evening, the "Shanghai team will play the Civil Service, to-morrow the Taikoo Club, Friday the Kowloon Dock team, on Saturday the Interport game with Hongkong will take place, on Monday the visitors play K.C.C., on Tuesday the Kowloon Bowling Green Club and on Wednesday the Craigengower Club.

Mr. Baldwin indeed appeals to a wide section of public opinion. He is a man of business, for he was identified at one time with the great firm of Baldwins, Ltd., which is concerned with coal iron and steel and the industrial members of the House attach value to his opinions on all trade and commercial subjects. He is enough of a farmer to appeal to the agricultural interest and he has told us that his hobby is pig breeding. He is a scholarly man and his speeches are an excellent example of clear-cut nervous English. He is economical of words and the words he uses are, for preference, short. A study of his speeches, both inside the House and out, shows his liking for monosyllables. "If I fall, I shan't whine" is a typical Baldwin sentence.

In one respect he may have an important effect on English social life. He is a devotee of the pipe and smokes alike cigar and cigarette. The pipe is not allowed to the chagrin of many diners at formal public banquets, but when the Prime Minister attends, there is tendency to disregard etiquette and even though ladies may be present, pipes are permitted.



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## RADIO NOTES AND NEWS.

## "Live Wire" at Head of British Broadcasting Company.

The following sketch of Mr. J. C. W. Reith, general manager of the British Broadcasting Co., appears in *Popular Wireless Weekly*.

On his father's side Mr. Reith is Scotch, on his mother's English, and as he has lived and laboured on both sides of the Tweed he is conversant with the needs and aspirations of Scotch and English alike, and has a sympathetic understanding of both nations, not to speak of his American ideas.

The business capacities of the Scotch are often enough quoted in England, and in Mr. Reith we have an excellent example of inherited Scotch ability for organisation. His grandfather, Mr. George Reith, was in charge of the construction of the first railway which went into Aberdeen. He was the general manager of the Canadian Grand Trunk Railway, but was perhaps better known as the general manager of the Clyde Navigation Trust in Glasgow, where he played a most important part in laying deep and strong the foundations of the magnificent enterprise conducted by the Clyde trustees to-day.

Mr. J. C. W. Reith, the subject of our sketch, is the youngest son of the Rev. Dr. George Reith. He was educated at the Glasgow Academy and at Gresham's School in Norfolk, and at the Royal Technical College, Glasgow. Before the war he gained experience of practical engineering in Glasgow and London, but on the outbreak of war he joined up immediately and threw in his lot with the Royal Engineers. For a year he was at the Front, but was severely wounded at the battle of Loos, and thereafter served under the Government in various important undertakings until the end of the war.

He was sent to America early in 1916 to take charge of several American "munition" contracts. This was a very difficult and delicate undertaking as may readily be supposed, but Mr. Reith fulfilled his responsibilities with every satisfaction. Some conception of the extent of the operations may be obtained from the fact that Mr. Reith required 600 assistants for the efficient discharge of the duties entrusted to him.

## The "Mystery Towers"

Whilst in America, Mr. Reith (who by the way, is a very good speaker) did some excellent work by making speeches on behalf of the Allies. In this particular enterprise he was associated with Major John Hay Beith, better known as "Jan Hay." Jan Hay was a Captain at that time, and later, in October, 1917, an American correspondent in the London *Times* remarked that Captain Reith and Captain Beith had caught the "public ear," and had helped considerably to mould American pro-Ally sentiments.

On returning from America, Mr. Reith was engaged on very urgent constructional work in aerodromes and coast defences, until the Royal Engineers "loaned" him to the Admiralty, under the auspices of which he was associated with the famous Argentine railway engineer, Mr. W. L. Lowe Brown, in connection with the construction of the famous "mystery towers" at Shoreham. Mr. Reith had charge of all the outside work, with some 2,500 men under him.

This was a work of some magnitude and complexity. Every conceivable branch of engineering was involved in the construction of the towers, which were built of an entirely new type of reinforced concrete. It will be remembered that these towers excited a good deal of public interest and curiosity, but that the utmost secrecy was preserved at the time as to their ultimate object and destination.

After the Armistice, Mr. Reith (who was by this time a Major, though he dropped the title on the cessation of hostilities) was put in charge of the liquidation of fifteen hundred armament and engineering contracts, involving about £15,000,000.

## Important Qualities

This task was exceptionally difficult as a rapid transition had to be made from war to peace time requirements. As much money as possible had to be saved, and yet the military equipment had to be brought up to date. It will be realised that considerable

## BASEBALL POINTS.

## Further Questions Answered.

## QUESTIONS.

One—When can a pitcher, who has been announced to start the game, or sent in as a relief pitcher, be removed from the game?

Two—Can a manager send in a pinch hitter, and after two strikes have been pitched to him, remove said pinch hitter and substitute another batsman?

Three—if a batsman bat out of order and the proper batsman is called out when the mistake is discovered, can the batsman who has hit out of order bat again in the same inning if the correct batting order calls for him to do so?

Four—if the manager changes outfielders and fails to notify the umpire, and said outfielder retires the side on three fly balls after going into the game unannounced has the manager of the team at bat a chance to protest?

Five—When rain causes the umpire to suspend play is there any set time that he must call it off if the rain continues to fall?

## ANSWERS

One—A pitcher announced to start the game or sent in as a relief pitcher, must pitch until one batsman is either retired or reaches first.

Two—Manager has a right to remove batsman sent in as pinch hitter by substituting some other player who takes balls and strikes that was on pinch batter.

Three—The fact that a batsman batted out of order has no effect on him. He must continue to hit in his proper place in the batting order.

Four—the outfielder who went into the game unannounced takes the place of the player for whom he substituted and plays made by him are legal. The manager of the team at bat has no chance for a protest.

Five—The umpire can hold up the game as long as he believes there is a chance that play may be continued.

## MISSIONARIES IN CHINA.

## Reply to Mr. Bertrand Russell.

Mr. Herbert J. Woodall, district treasurer, London Missionary Society, has received a letter from the Rev. Arnold P. Lansdown, of Shantou, one of the Society's missionaries in China, replying to some queries in an article on "The Boxer Indemnity and Chinese Education" by Mr. Bertrand Russell, which appeared in the *Manchester Guardian* of April 4. Mr. Lansdown, in his letter, says:

Mr. Russell, of course, does not know China. No one who has only spent a few months in this country and who cannot speak the language has a right to speak for China or the Chinese. But Mr. Russell has shown clearly that he also does not know the missionries in China, and has not taken the trouble to discover either their ideals or their methods. He admits that the missionary probably knows China and the Chinese better than any other foreigner, but complains that the missionary's opinion is not worth consideration, because to him China is a country to be converted. His meaning presumably is that because the missionary spends his time in denouncing heathen customs, the Chinese regard him as an enemy, rather than as a friend. But this is exactly what the missionary does not do. Because he reads their classics in their own language, enters into their daily life, he has learned to admire the Chinese and much of their ancient civilisation, and sees more clearly than others, the high ideals that have often unfortunately become lost in what are now meaningless ceremonies.

The great conference of all the Chinese church in Shanghai last year revealed that the missionary is in advance of all other foreigners in giving the Chinese the control of their own affairs. At that gathering, under a Chinese chairman, there were more Chinese delegates than foreigners, and the Chinese themselves revealed not only a spirit of trust in the missionary, but also a definite admiration for his methods. Foreigners and Chinese are all agreed that the time for the departure of the missionary has not come yet, but because the missionary is willing to give way to the Chinese leader, he has gained the respect of the Chinese Christians as no other foreigner has yet obtained it.

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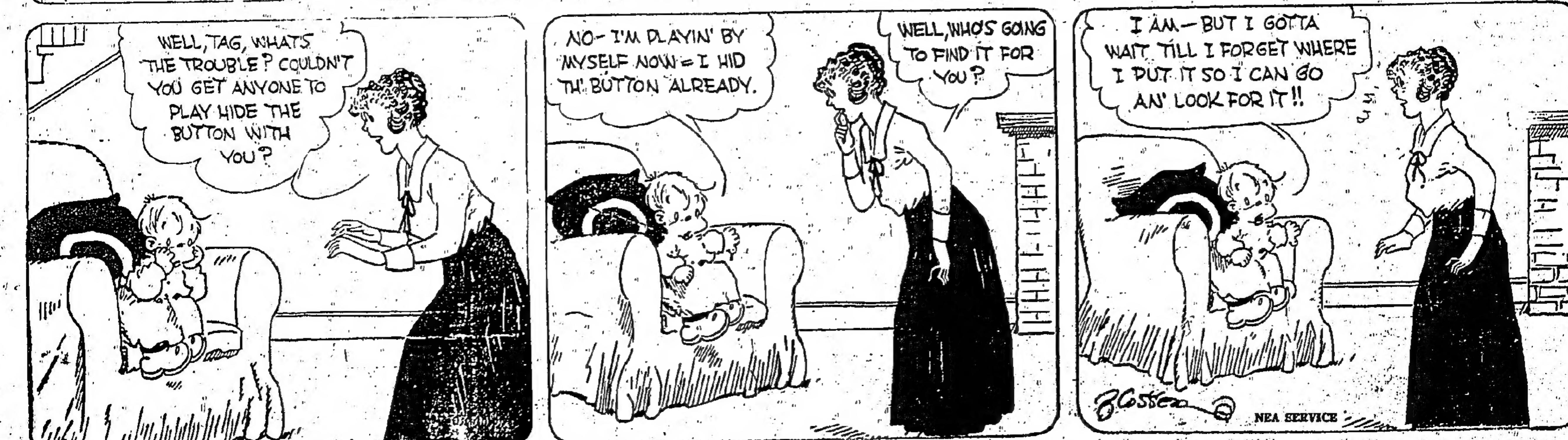
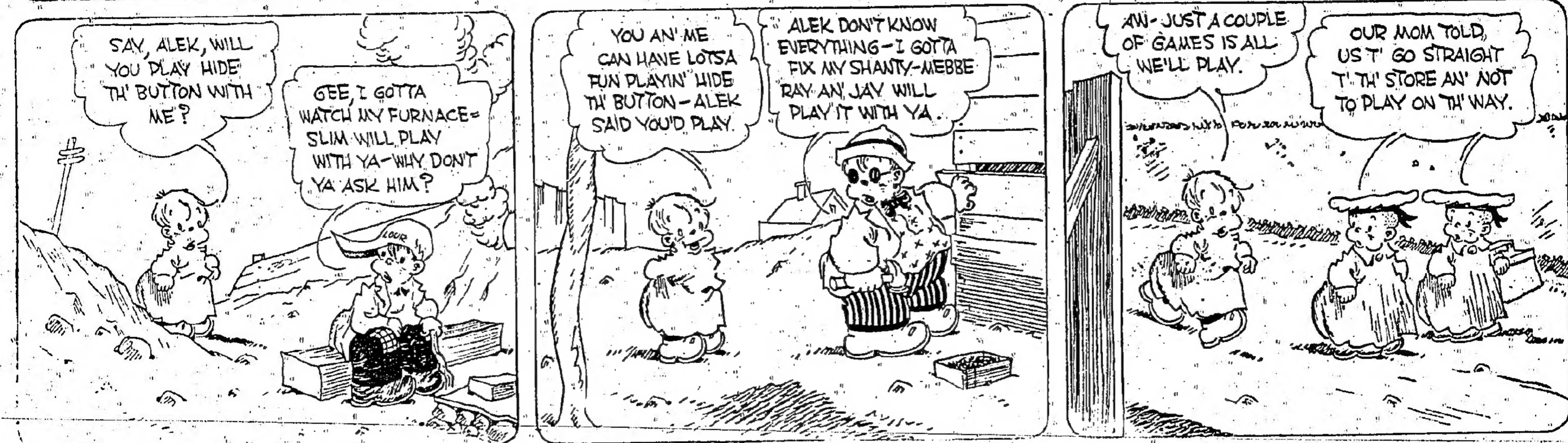
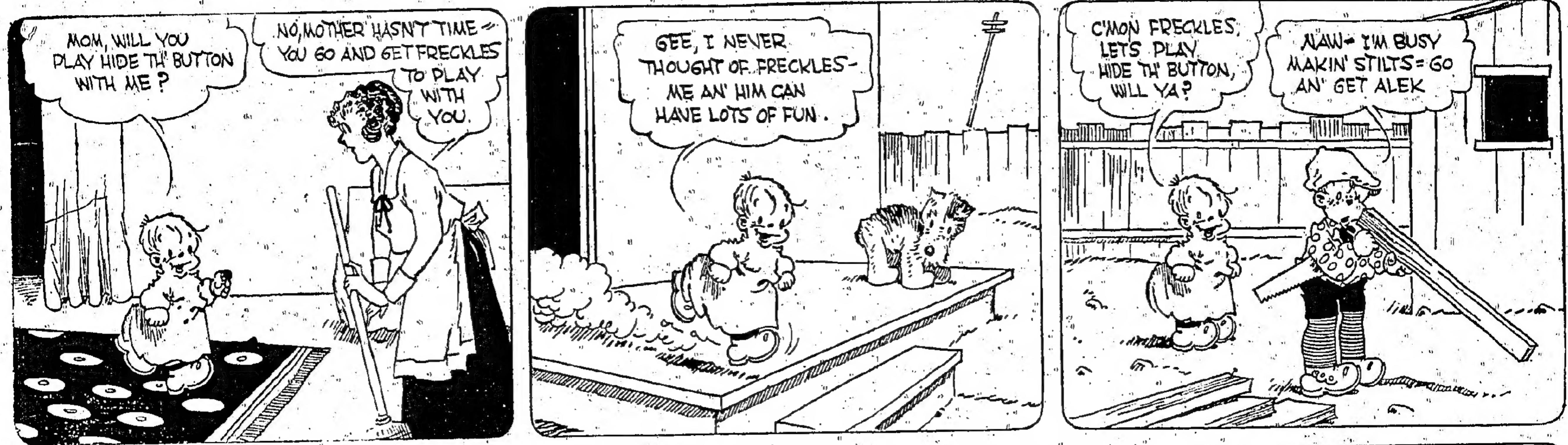
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## DEFINITE STATISTICS.

## First Official Figures of Japan Disaster.

We are able to-day to give the first authentic figures of the damage and casualties in Japan due to the earthquake. These are the statistics contained in messages despatched by the authoritatis in Tokyo, and received last night by the Japanese Consul General in Hongkong. If any subsequent corrections become known they will add slightly to the figures now given.

From the first big earthquake shock on September 1st, up to six o'clock on the morning of September 6th, there were altogether 1,399 shocks registered.

The total area affected is 40 miles from North to South and 50 miles from East to West (a "ri" is about two miles). This covers 7 prefectures, 5 big cities, and 33 counties, with a total population of about 6,000,000. The total damage has not yet been estimated, but must be enormous.

The Imperial Villa at Nikko is safe, and except for the garden wall collapsing at one point, no damage was done. The Emperor and Empress are quite safe. The Prince Regent, who was in the Imperial Palace at Tokyo at the time of the calamity, left for the Akasaka Palace, where he is now staying. Up to the afternoon of September 6th he lodged in a tent.

## 60,000 Corpses in Tokyo.

The bodies gathered and cremated in Tokyo alone, up to mid-night on September 8th, numbered 60,000. In addition there were many killed who are not accounted for, drowned in the flood, buried in the ruins and incinerated by the conflagration.

The sick and injured gathered in temporary hospitals in Tokyo up to September 8th, number about 500,000.

The casualties in Yokohama (dead and seriously injured) are now estimated at 110,000, or a quarter of the whole population.

The central Police investigation in Tokyo shows 316,000 houses demolished by quake and fire, or 71 per cent. of all buildings. The number of people affected is 1,356,000, or 67 per cent. of Tokyo's population.

## Yokohama Casualties.

Up to September 8th, it was definitely known that 23,000 persons were killed in Yokohama and 40,000 injured.

Altogether, fully 150 Europeans and Americans lost their lives in Tokyo and Yokohama, according to information up to date.

One hundred and fifty homes of members of the Japanese Foreign Office were destroyed, but luckily they suffered no casualties. The Foreign Office is aiding distressed members of the Diplomatic Corps at Tokyo and Yokohama.

The foreign community praises the coolness and fortitude of the Japanese people in the face of calamity. They helped all they could, whether Japanese or foreigners.

The financial and commercial rehabilitation of the devastated cities is being taken in hand energetically, and also plans for rebuilding the demolished and gutted houses. Banks are reopening (several have already reopened) under the wing of the State Bank, and everything is being done to get back as much as possible to normal. The banks doing business again are the Mitsubishi, Kangyo and Yokohama Specie Bank and the Yasuda, Dauchi, Daisan and Jugo banks will reopen soon.

Contrary to rumours, there is no intention whatever of removing the capital from Tokyo.

## Consul-General's Family Safe.

We are glad to learn that the wife, daughter and three sons of the Japanese Consul-General at Hongkong are all safe, and their house is safe. They were in the Ushigome ward, Tokyo and were not affected.

## LOONG SANG FOUNDERING.

## The Court of Enquiry.

The Court of Enquiry, which will sit at the Harbour Office at eleven o'clock to-morrow morning to go into the circumstances surrounding the foundering of the s.s. Loong Sang during the typhoon, will consist of Comdr. Bockwith (President); Lieut.-Comdr. R. Ramsbotham, R.N.; H.M.S. Diomedes; Captain A. J. Hailey, master of the Empress of Canada; Captain R. N. Hodgson, master of the Rhenoxor; and Captain Harris Walker, master of the Tean.

## MORO OUTBREAKS EXPECTED.

## Governor-General Wood Worried.

Manila, Sept. 11. Further outbreaks among the Moros in the Lake Lanao region are anticipated, and constabulary are being despatched with guns to that district.

The Moros number 300.

Governor-General Wood regards them as religious fanatics, but he is worried, and he may have to leave for Lake Lanao shortly to investigate the trouble.

It is reported that the Moros are taking the Korean oath to run amok, refuse to pay taxes or to send their children to school, and they demand the appointment of an American instead of a Filipino Governor.

The Moros hauled down the Filipino flag at Camp Keithly, and warned the garrison not to raise it again.

Fighting may break out any day. — *Daily Bulletin*.

## OBITUARY.

## Death of Ex-Inspector Langley.

A cable announces the death at Home of Ex-Inspector A. C. Langley, formerly of the Hongkong Police Force, who retired on pension in 1914 after twenty-four years' service here. He was a very efficient officer, and was for some years in charge of the Water Police. He was residing in his native county, Kent, at Bexley Heath. Much sympathy will be felt for members of the family.

One son, we understand, is Sergeant Langley, of the local Force.

## LOCAL RUGBY.

## The Season's Prospects.

A Meeting of Hongkong "Rugger" enthusiasts was held in the Hongkong Cricket Club Pavilion last evening, at which Mr. S. J. Jordain, last season's Captain, presided. There was quite a strong attendance.

At the commencement, Mr. Jordain explained that this Meeting was held under the auspices of the Hongkong Football Club. The primary reason for the Meeting was to enrol any men new to the Colony who were anxious to play. The next Captain and representatives of the Rugger section on the General Committee were also nominated at this meeting, but the Chairman was careful to explain, these were purely provisional and have to be confirmed at the annual meeting of the Club.

Mr. H. R. Forsyth was unanimously elected Captain for next season and Mr. J. N. Ralston with Mr. S. J. Jordain were selected as committee men.

Mr. Bingham, of the R.G.A., mentioned *en passim* that the Army would much prefer to play their Cup matches rather late in the season, as the new Regiment were not due to arrive until the end of November.

Judging by the amount of "new blood" present in the Colony, the Club should have a successful season this year. The majority of last season's side will again be available.

Most of the scenes are laid in Monte Carlo, and even though the actual sets were made thousands of miles away from the little principality, experts have been unable to distinguish any difference between the real thing and the reproduction.

The claim is made for this film that it is "the first million dollar picture ever made." This will not mean much to Hongkong audiences, probably—experience has inured them to this sort of thing. But there is no question about the dramatic power of the play. The story is on familiar lines—a renegade captain-adventurer, villain, two love women accomplices, a foolish woman, an indulgent husband. The distinct merit of the film is that it is all so well done. Eric Von Stroheim, the author and producer, has paid special attention to the apparently unimportant details, and, as a result, the pictures scores heavily over others of a like nature.

"Foolish Wives" is to be shown at 2.30 p.m. 5.15 p.m. and 9.15 p.m. and at the usual 7.15 p.m. show a first class comedy bill will be presented.

Yesterday's answer:

If seven men came to a restaurant, the first every day, the second every other day, the third every third day, etc., it would be 420 days before they would all arrive at the same time. 420 is the least common multiple of 1, 2, 3, 4, 5, 6 and 7 (i.e., the smallest number into which each of those numbers may be evenly divided).

**A PUZZLE A DAY.**

Two men shot at the peculiar target shown above. A's hits are indicated by the letter "z"; B's by the letter "x". The value of each division is indicated by the number on it. A apparently scored 319, and B 376. A, however, claimed his score should have been 385. How did he prove his assertion?

Yesterday's answer:

If seven men came to a restaurant, the first every day, the second every other day, the third every third day, etc., it would be 420 days before they would all arrive at the same time. 420 is the least common multiple of 1, 2, 3, 4, 5, 6 and 7 (i.e., the smallest number into which each of those numbers may be evenly divided).

## CHINA COAST OFFICERS.

## The Latest Changes.

Mr. C. H. Thompson, chief officer, Shengking, is on reserve. Mr. C. B. Adkins, from reserve, has gone chief officer, Shengking. Mr. C. E. Fisher, chief officer, Nanning, is on reserve. Mr. D. Richards, chief officer, Suiyang. Mr. R. Kettlewell, acting master, Paotung, has gone chief officer, Suiyang.

Captain R. H. C. Ashby of the Chungking, is on reserve; Captain H. P. Carver of the Tientsin, has gone master, Chungking.

Mr. W. A. Orwin from reserve, has gone second officer, Kaying. Mr. J. M. Stewart, second officer, Kaying, has gone second officer, Wuhan.

Mr. J. Taylor, from reserve, has gone chief officer, Linan. Mr. F. Booth, acting chief officer, Linan, has gone second chief officer, Szechuan.

Mr. P. B. Cheetham, second officer, Szechuan, has gone acting chief officer, Kansu.

Mr. N. C. Brodie, chief engineer, Wuchang, is on leave. Mr. W. Johnston, chief engineer, Sinkiang, has gone chief engineer, Wuchang.

Mr. J. Baxter, chief engineer, Pakhoi, has gone chief engineer, Sinkiang.

Mr. C. S. Murray, third engineer, Changchow, is on leave. Mr. W. Woodman has been appointed third engineer, Changchow.

Mr. W. Mackay, from reserve, has gone third engineer, Liangchow.

Mr. G. Henderson, third engineer, Yinching, is on leave.

Mr. A. B. Osmond, from reserve, has gone third officer, Mansang. Mr. R. Kendall, third officer, Mansang, has resigned.

Mr. A. Cameron, from leave, has gone second officer, Yatshing. Mr. T. Wilkinson, second officer, Yatshing, has gone second officer, Yatshing.

Mr. R. A. Bell-Sayer has been appointed second officer, Kungwo.

Mr. J. H. Smith, chief officer, Kungwo, has gone chief officer, Kungwo.

Captain A. R. Williamson of the Fuhsien has gone master, Kingwo.

Mr. A. Buntain, chief engineer, Kungwo, is on reserve.

Captain O. C. Blown of the Tsingtao, is on leave.

Mr. A. R. Smith, second officer, Haicang, has gone acting chief officer, Tsingtao.

Mr. B. Günther, second officer, Haicang, has gone second officer, Haicang.

Mr. J. Bettison, acting chief officer, Tsingtao, has gone second officer, Haicang.

Captain P. Tall, from reserve, has gone master, Kasara. — *Shipping and Engineering*.

**LIFE IN MONTE CARLO.**

"Foolish Wives" depicts Gamblers' Paradise.

There are some colourful settings, and beautiful backgrounds to the film, "Foolish Wives," which is showing at the Coronet until Friday.

Most of the scenes are laid in Monte Carlo, and even though the actual sets were made thousands of miles away from the little principality, experts have been unable to distinguish any difference between the real thing and the reproduction.

The claim is made for this film that it is "the first million dollar picture ever made." This will not mean much to Hongkong audiences, probably—experience has inured them to this sort of thing.

But there is no question about the dramatic power of the play. The story is on familiar lines—a renegade captain-adventurer, villain, two love women accomplices, a foolish woman, an indulgent husband. The distinct merit of the film is that it is all so well done. Eric Von Stroheim, the author and producer, has paid special attention to the apparently unimportant details, and, as a result, the pictures scores heavily over others of a like nature.

"Foolish Wives" is to be shown at 2.30 p.m. 5.15 p.m. and 9.15 p.m. and at the usual 7.15 p.m. show a first class comedy bill will be presented.

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2251 { My Hawaiian Rainbow  
Rio Night

2257 { Hawaiian Echoes  
Song To Hawaii

2276 { Moon River  
Hawaiian Nightingale

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2106 { Honolulu March  
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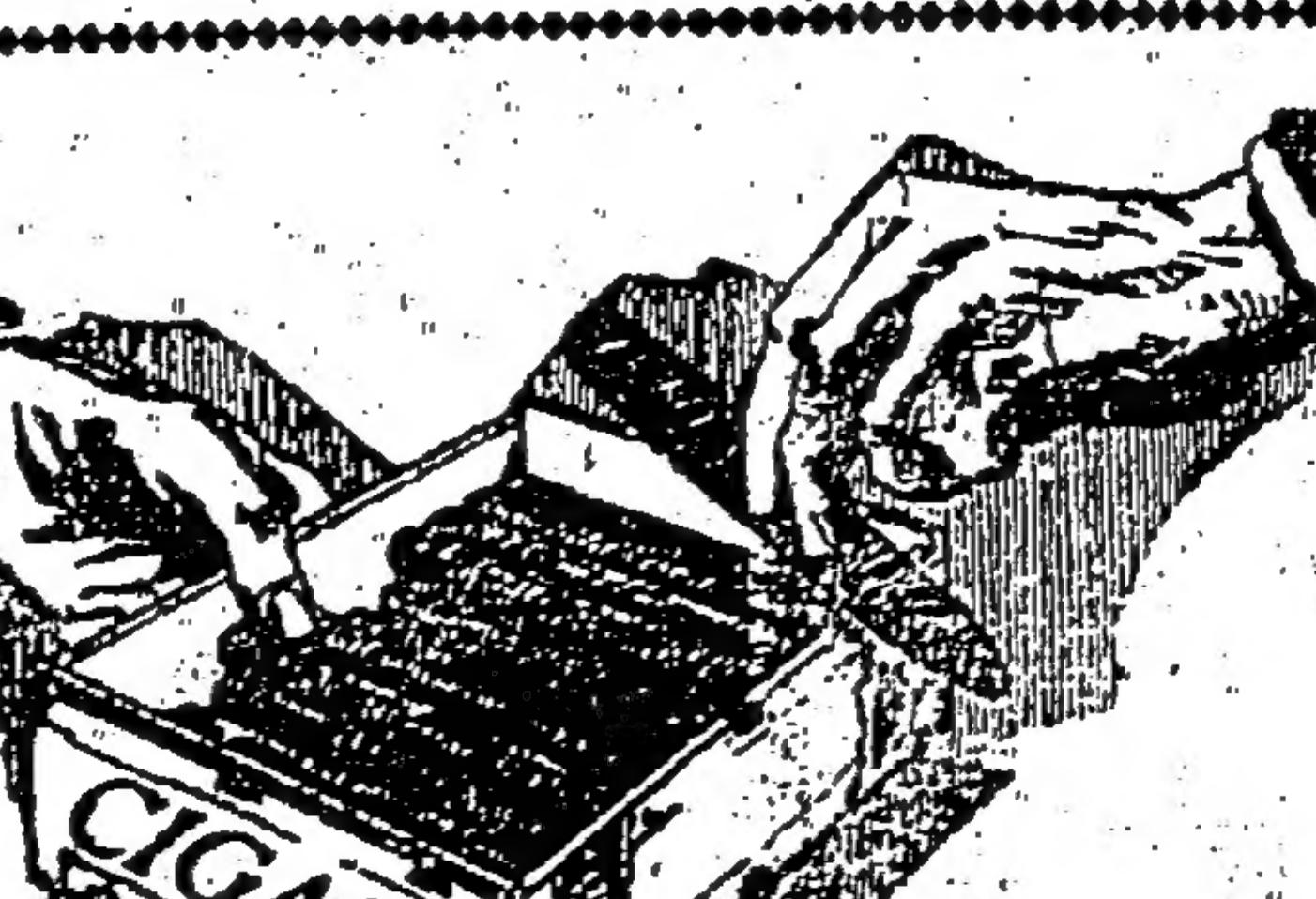
French Grey  
English Green  
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Light Green  
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Light Stone Color  
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Next Door to "Cafe Wiseman"

**REPULSE BAY HOTEL.**

### A DINNER DANSANT

Will be held each WEDNESDAY and SATURDAY.

### WEEK-DAYS

During the Summer Season an Orchestra will be in attendance from 8 p.m. until Midnight.

### SUNDAYS

An Orchestra will be in attendance during Tiffin and Tea. Tables may be reserved at the Hongkong Hotel (Tel. G. 32.)

OR  
At the Repulse Bay Hotel (Telegraph C. 887.)

**HONGKONG HOTEL.**

### DINNER DANSANTS

Will be held nightly in the

### GRILL ROOMS

(Sundays Excepted)

The Jazz Orchestra will be in attendance

Dancing from 8 p.m.

**THE HONGKONG HOTEL CO., LTD.**

**YEE SANG FAT CO.**

### Just Arrived

A LARGE SHIPMENT OF LATEST STYLE

**WARDROBE AND CABIN TRUNKS**

ALL AT



20% DISCOUNT.

**YEE SANG FAT CO.**

34, Queen's Road Central.

# WOMEN'S INTERESTS



"Alpaca is back again. Silks and summer coats are the garments in which it is shown in tailored and semi-tailored styles."

### FOOTWEAR "DONTS" WORTH READING.

Don't attempt to clean with brown polish the brown leather strappings on white shoes. It is liable to stain the white portions underneath the performances. White boot cream is much easier to use for this purpose and gives just as good a result.

Don't regard boot trees as an extravagance. By removing the creases in the vamp they lengthen the life of the shoe considerably.

Don't wear patent leather shoes which feel cold to the touch without first warming them slightly. The bending of the foot is likely to crack them. Either rub them briskly with a duster, or hold them in front of a fire for a second or two.

Don't fix heavy rubber soles on shoes with thin uppers. Suitable weight rubber soles are an advantage because they prevent frequent repairing. But a pair of

leather shoes. When dry, work some good boot cream well into the leather. This treatment is also beneficial when shoes, black or brown, are badly caked with polish.

Don't attempt to stretch a tight shoe without making it wet first. Sponge the upper inside and out, tree up tight and leave to dry.

This will prevent the leather contracting when taking off the tree. Don't wear a pair of newly soled shoes immediately they are sent home. Give the new sole a day or two in which to thoroughly dry. The harder the soles become the longer will they wear, and the better will they keep their shape.

Don't put wet shoes near a fire to dry. The wetter the leather the more quickly will it burn. Either place them on a boot rack or lay them on their sides to dry naturally.

Don't choose pointed shoes if you're of the stubby variety;

Even a morning frock should show some conformity to style. Here is one that does. It has the long waist, a slight fullness over the hips to give a long line front and back. It ties in the back with a sash.

### RENOVATION TIPS.

Iron silk or satin ribbon under a damp cloth which has been dipped in cold water, and wrung out, and finish off by ironing the ribbon on wrong side with a cooler iron placed directly on surface.

Velvet ribbon, having been well brushed, should be held before a steaming kettle until saturated, to raise the pile; it must then be held by a second person, or pinned to the edge of a table, pile upwards, and ironed underneath, with a hot iron—the ribbon will steam and as it steams the pile rises.

Chiffon and crepe de Chine dresses, &c., should be ironed directly on to surface on the wrong side, with a warm iron (not damped), and hung in the air for an hour before wearing or putting away—otherwise they will crease. Mauve and grey crepe de Chine turn colour while being ironed, but the natural colour returns when they are cold.

Lace should be placed face downwards on a blanket and ironed under tissue paper. To freshen a white Japanese silk or crepe de Chine, dip it into cold water, to which a dessertspoonful of methylated spirits has been added, roll in a white towel, and iron with a hot iron placed directly on surface, while still quite damp. Iron silk on right side, and crepe de Chine on wrong side.

### HERE AND THERE.

Crinoline frocks boasting of kilted frill upon frill or loops of ribbon over net come to those who can afford them.

A new golf bag, specially designed for women players, has a stand which springs out the moment the bag touches the ground. This is a great boon when it is wet and you have to carry your own clubs.

Tassel pendants with earrings to match may now be purchased quite cheaply, for real onyx and artificial pearls—which look almost like the genuine article—are combined in many fascinating designs well within the reach of a moderate-sized purse.

Folding ribbon hats especially intended for holiday wear and for suit-case packing are being fashioned in becoming pull-on shapes.



Overblouses in semi-tailored styles are most in demand for summer wear.

Besides linen, English broadcloth is a popular fabric and novelty dainties in colours. Illustrated are some of the well-liked models.

### PRETTY CURTAINS.

Drawn thread easement cloth for short curtains, worked to show squares, or round designs, are made with hemstitched borders, their tops decorated with three-inch wide insertion on beautiful hand-embroidered net. Coloured mosquito net, that shows a gold or silver metallic finish and a very wide mesh, is also being made up into these new short curtains—the centre of which is filled in with a large motif of colour-worked embroidery against the metallic-coloured net, the motif being set in a fanciful framework of slightly ruched taffeta ribbon, that ends in a large true-lover's knot—the ends of which continue down to the hem of the curtain.

Embroidered muslin worked in charming lace designs and applied braid work is also being made up into curtains of the brise-brise type.

### MOTHER GOOSE SWEATERS.



The new Mother Goose sweaters have colourful bands wherein practically any nursery rhyme may be pictured, or where the alphabet may run its course. Otherwise they are as plain as the most practically minded child could wish.

### WHEN "PADDY'S" EMANCIPATED.



No longer must "Paddy" be dragged about by a chain. He's carried around now like a notion of royalty. Here's Blanche Mehaffey carrying "Paddy" in one of the new "Papoose" bags.

soles, the substance of which is worthy of a golfing shoe, will cause a light shoe to crack at the vamps.

Don't forget to use your shoe lift. Trodden-down stiffeners and broken backs are caused by dragging the shoes on with the disaster.

Don't wear one pair of shoes incessantly. Remember that if worn alternately with others they will last very much longer.

Don't hesitate to use soap and warm water to clean solid brown

for, though the shoes may fit and look quite well in the shop, a few days' wear will produce misshapen effects, and no "tree," however well fitting, can cure the disaster.

Don't if your ankles are weak wear high heels, for the turned-over appearance will ruin the smartest frock.

Don't spare the polish and spoil the shoe. Every day is not too often to give your shoes or boots a good clean with a reliable cream.

# SHIPPING NEWS

The following local shipping and mail intelligence has been collected to meet to-day:

## Vessels Arrived.

Vessel	Agents	From	To	Moorings	Now Wh.
Nagato M.	O P S Ltd.	Moji	Shanghai	C'st. Wh.	
Emp. of Canada		Sailor	Hainan	A 4	
Kansai	Luo Fat	Hainan	Nagasaki	A 4	
Cordillera	M. M. Co.	B & S	Saigon	A 4	
Philippines	B & S	Lapicque & Co.	Saigon	B 11	
Caravelas	B & S	Lapicque & Co.	Saigon	B 83	
Kalpana	B & S	Lapicque & Co.	Saigon	A 93	
Tiernan	B & S	Lapicque & Co.	Saigon	A 47	
Baruna	B & S	Lapicque & Co.	Saigon	O 46	
Arnold & Co.	M. H. K.	Dajren	Shanghai	O 47	
Yojun M.	M. H. K.	Bangkok	Shanghai	O 46	

## Clearances.

Vessel	Agents	Where Bound	Departure
Cordillera	M. M. Co.	Singapore	12th Sept.
Santini M.	N. Y. K.	Hainan	
Noe Asturilde		Amoy	
Luchow	B & S	Shanghai	
Gambuco	J. M. & Co.	Holbow	
Yan Oa	Y. Wo	Singapore	
Nagato M.	N. Y. K.	Singapore	

## Impending Departures.

(Compiled from our Shipping Advertisements.)

Vessel	Agents	Destination	Sailing Date
Hai Long	D. L. Co.	Foochow	14th Sept.
Sado Maru	N. Y. K.	Jpn	14th
Tausing	J. M. Co.	Swatow	14th
Van Overstraten	J. O. J.	Penang	1st
Mingang	J. M. Co.	Mem	14th
Bowes Castle	D. & Co.	New York	1st
Biusang	J. M. Co.	Sandakan	1st
Entsan	J. M. Co.	Calcutta	1st
Oliishing	T. K. K.	San Francisco	1st
Siberia	S. & B.	Amoy	1st
West Chopaka	J. G. J.	San Francisco	1st
Tjitsjrom	B. L. Co.	Calcutta	1st
Bellerophon	J. M. Co.	Hamburg	1st
Glorisanda	J. M. Co.	Swatow	1st
Eas v	J. M. Co.	Port Said	1st
Hopang	B. L. Co.	Batavia	1st
Isle de Panay	J. O. J.	B. M. B.	1st
Tjitsjiek	P. & O.	Hamburg	1st
Sicilia	B & S.	Japan	1st
Lycos	N. Y. K.	Japan	1st
Moji Maru			1st

## Impending Arrivals.

(Supplied by our Advertisers.)

Vessel	Agents	From	To	Date
Corridore	M. M. Co.	Marseille	Hongkong	1st Sept.
Sado Maru	N. Y. K.	Bombay		1st
Entsan	R. D. Co.	Singapore		1st
Elphinstone	B & S.	Singapore		1st
Lohardha	C. E. & Co.	Hamburg		1st
Phenix	B & S.	Liverpool		1st
Angra Leon	M. M. Co.	Japan		1st
Angora	M. M. Co.	Marseille		1st
Empyreus	B & S.	Liverpool		1st
Benedicta	G. L. Co.	Manila		1st

## Consignees Diary.

(Compiled from our Advertisements.)

Vessel	Agents	Goods Stored	Free Storage	Claims to be Bearerized	Expiration Date	Is by
Bowes Castle	D. & Co.	Kowloon	Aug. 23	Sept. 2	Aug. 23	
C. P. Leocq	M. M. Co.	Kowloon	Sept. 11	Sept. 15	Sept. 11	
President Grant A. L.	K. L. Co.	Kowloon	Sept. 12	Oct. 7	Sept. 11	
P. M. Giese	A. L.	Kowloon	Sept. 15	Oct. 8	Sept. 14	
Bonelli	G. L. Co.	Kowloon	Sept. 17	Sept. 27	Sept. 17	
West Cormone	B & S.	Kowloon	Sept. 15	Sept. 20	Sept. 14	

## Steamers' Movements.

Empress of Australia sailed from Kobe at noon on Tuesday, (11th Sept.) for Vancouver calling at Yokohama which is due at this port September 20th; arrived at Yokohama 11th.

Spudion arrived London on 11th inst.

## TO-DAY'S SHARE QUOTATIONS.

Stock Exchange	Banks	Sharebrokers' Association
S. A. & S. Bank	1070	1070
Bank of S. Asia	1044	105
Canton	630	620
North China	149	150
Orions	231	234
Tangiers	27	27
China First	130	130
H. K. Fire	4.74	4.78
Douglas	5.4	5.4
H. K. Steamship	42	42
(Indo. Pres.)	5	5
(Indo. Def. Corp.)	130	130
(Indo. H. K. Reg.)	130	120
Shell	74	71
Terrier	6	5
China First	217	218
Malibon	54	44
Kalan	63	62
Langkawi Combined	32	32
Roche	5	5
Grano	20	20
Orca Companys	123	123
Sengkuang Companys	51	51
H. K. Wharves	167	165
G. D. Docks	154	152
Shanghai Docks	92	92
H. K. Engineering	24	24
Shanghai Hongkewa	196	196
Lands, Hotels & Buildings	2920	2920
H. K. Hotels	28.65	28.65
H. K. Lands New Eng.	87	85
H. K. Lands New Eng.	244	243
Kowloon Land	83	84
H. K. Reclamation	103	103
Prince's Bridge	115	115
China Customs	13	12
Oriental Compt.	5.30	5.20
Shanghai Compt.	5.30	5.20
Miscellaneous	28.10	28.20
Jameson	143	145
China Light	14.4	14.6
China Provinces	25	24
Dairy Farms	24	24
Electric H. K.	52	52
Electric Macao	38	38
Hongkong Electric	40	40
Hongkong Tramways	23.20	23.40
Peak Trams	14.20	14.20
Peak Trams New	2	2
Steel Foundries	171	172
Water-boats	22	22
Watson	173	173
Wm. Powells	241	241
Lane Crawford	171	172
Janion, Low	9.00	9.00
May's Toy	121	122
4th Constructions	1	1
H. K. Electricity	2.65	2.60
Gas	6	4
Mackintosh	24	24
Ho-tzous, September 12, 1923.		

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Empress of Russia Oct. 4 1923 Emp. of Scotland Oct. 27 Nov. 2  
Empress of Asia Nov. 1 Nov. 19 Emp. of Scotland Nov. 24 Nov. 30  
Empress of Canada Nov. 17 Dec. 19 Emp. of France Dec. 9 Dec. 15  
Empress of Russia Nov. 20 Dec. 17 Emp. of Scotland Dec. 23 Dec. 29

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Steamers. Time, Leave Hongkong. Steamer, Date, Hongkong.  
SIBERIA M. 20,000. Sept. 15. KOREA M. 20,000. Nov. 1.  
TAIYO M. 22,000. Sept. 26. SHINYO M. 22,000. Nov. 16.  
TENYO M. 22,000. Oct. 25. STEAMERS  
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MANZANILLO, BALBOA, CALLAO, MULLENDO, ARIQUA, & JIQUIQUE,  
THENCE BY TRANS-ANDEAN ROUTE TO BUENOS AIRES.  
Steamers. Time, Leave Hongkong. Steamer, Date, Hongkong.  
GINYO MARU ..... End of Sept. ANYO MARU ..... Oct. 20.  
SHIYO MARU ..... 14,000. Dec. 4.  
RAKUYO MARU ..... 17,500. Jan. 15.

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U.S.S.B. "West Carmona" Due Hongkong 30th Sept.  
Leaves Hongkong 1st Oct.  
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U.S.S.B. "West Carmona" Due Hongkong 11th Sept.  
Leaves Hongkong 12th Sept.  
To Manila and Singapore.  
U.S.S.B. "West Cactus" Due Hongkong 29th Sept.  
Leaves Hongkong 30th Sept.  
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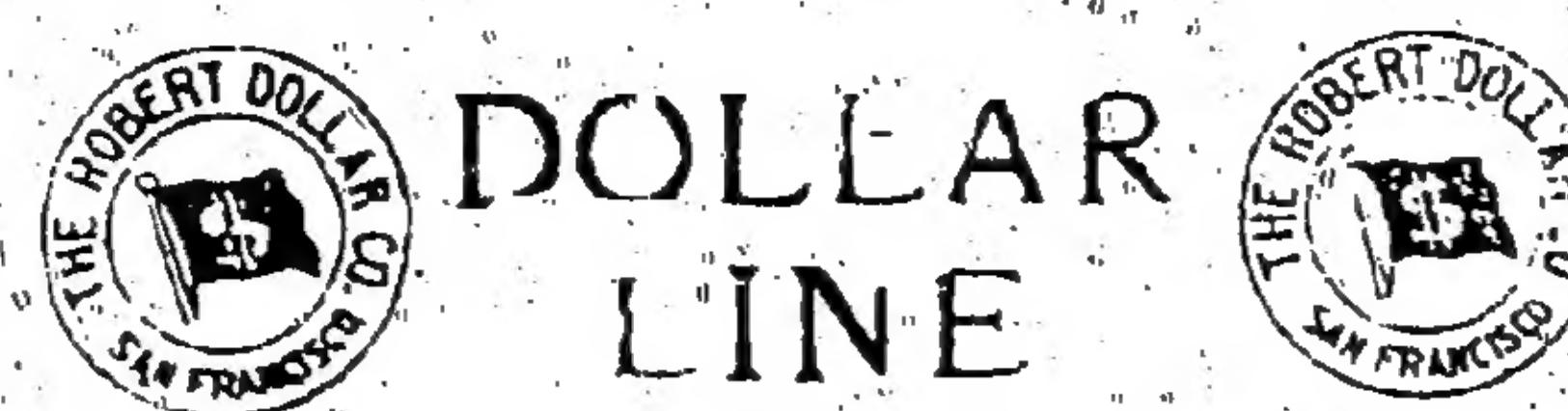
L. E. BECK

For freight, space and particulars apply to:

BARBER STEAMSHIP LINE, INC.  
ADMIRAL ORIENTAL LINE.  
AGENTS.

4, Des Voeux Rd., C. H.K. & Shai Bank Bldg., Ground Floor.  
Telephone Central 2477 & 2478.

## PACIFIC SHIPPING.



## SAILINGS FROM HONGKONG.

For Boston and New York. S.S. ESTHER DOLLAR 13th September.

For New York, Baltimore and Boston. S.S. STUART DOLLAR ... End of October.

For San Pedro, San Francisco, Portland and Vancouver. S.S. GRACE DOLLAR ...

For San Francisco and San Pedro. S.S. STUART DOLLAR ... End of October.

For Rates and Particulars Apply to  
THE ROBERT DOLLAR CO.  
DEACON & CO., No. 44 Des Voeux Road, CANTON.  
Tel. Central 792 & 795

## COMPANIA TRASATLANTICA DE BARCELONA

(Spanish Royal Mail Line)

MANILA, SINGAPORE, COLOMBO, SUEZ, PORT SAID,

BARCELONA & OTHER SPANISH PORTS.

S.S. ISLA DE PANAY ..... 17th September.

S.S. LEGAZPI ..... 1st November.

S.S. C. LOPEZ Y LOPEZ ..... 19th December.

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S.S. LEGAZPI ..... 14th October.

S.S. C. LOPEZ Y LOPEZ ..... 1st December.

The Members of this Company are classed 100 A1 at Lloyd's and are  
fitted with every modern convenience for comfort and safety of passengers  
Stewards and Doctor carried.

For particulars of freight or passage apply.

BOTELHO BROS. Alexander Building, Hongkong.  
(Tel. 1331)

## NORDDEUTSCHER LLOYD

COURTESY FREIGHT & PASSENGER SERVICE

STEAMERS TIME SAILING DATES DESTINATION

"LUDWIGSBURG" 24th September Singapore, Colombo, Suez, Port Said, Gedda, Ant'p, R'dam & Hamburg.

"WESEN" 15th October Singapore, Belawan, C'ho, Suez, Port Said, Genoa, Ant'p, R'dam and Hamburg.

All dates subject to change without notice.

For Passage Rates and Freight apply to:

THE ROBERT DOLLAR CO. No. 44, Des Voeux Road, Ground Floor.

Tel. Central 792 or 795.

ADMIRAL ORIENTAL LINE

Shipping to Europe, Australia, and other Ports.

**P. & O.-BRITISH INDIA, APCAR AND  
EASTERN & AUSTRALIAN LINES.**

COMPANIES incorporated in ENGLAND)

ROUTE: JAVA, BILBAO, CEYLON, INDIA, PERSIAN GULF, WEST  
AFRICA, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA,  
INCLUDING NEW ZEALAND & QUEENSLAND PORTS,  
RED SEA, EGYPT, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS**

(UNDER CONTRACT WITH H. M. GOVERNMENT.)

E.S.	Tons	From Hong Kong (about)	Destination
SICILIA	6,813	18 Sept. noon	S'pore, P'ang, C'bo & B'bay
DONGOLA	8,083	21 Sept. m'ning	M'les, Gib, L'don & A'werp
MANTUA	10,902	5th Oct.	B'bay, M'les, Gib, L'don & A'werp
SUDAN	6,696	17th Oct.	S'pore, P'ang, C'bo & B'bay
KARMAKA	9,693	19th Oct.	M'les, Gib, L'don & A'werp
CALEDONIA	7,622	2nd Nov.	B'bay, M'les, Gib, L'don & A'werp

BRITISH INDIA-APCAR SAILINGS (South)

E.S.	Tons	From Hong Kong (about)	Destination
TANADA	16,956	21st Sept.	S'pore, Penang & Calcutta
TAKADA	6,949	1st Oct.	S'pore, Penang & Calcutta

EASTERN &amp; AUSTRALIAN SAILINGS (South)

E.S.	Tons	From Hong Kong (about)	Destination
ARAFURA	6,000	6th Oct.	Manila, Thursday 1st.
ST. ALBANS	4,500	3rd Nov.	Townsville, Brisbane
EASTERN	4,000	1st Dec.	Sydney & Melbourne

Present connections from Australia with the following:

P. &amp; O. Royal Mail Steamers to London via Suez Canal.

P. &amp; O. Royal Mail Steamers to London via the Cape.

New Zealand Shipping Co. steamers for Southampton and London via Panama Canal.

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels Measuring no more than 24" x 24" x 14" will be received at Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight etc. apply to

MACKINNON, MACKENZIE &amp; CO.

22 Des Voeux Road Central.

Agents

JAVA-CHINA-JAPAN LIJN

Tel. Address: JAVALYN.

Established 1874.

REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

The steamers are all fitted throughout with electric light and accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at breakers rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn

CLEN AND SHIRE.

JOINT SERVICE OF STEAMERS

U.K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS HOMEWARDS

Vessel. Date Hongkong. Vessel. Leave Hongkong.

GLENNOLE 26th Sept. GLENSANDA 16th Sept.

CARMARTHENSHIRE 6th Oct. Genoa, R'dam, H'burg

GLENAMOY 22nd Oct. PEMBROKESHIRE 26th Sept.

GLENAMOY 5th Nov. London, Rotterdam &amp; H'burg

Movements are subject to change without notice.

For freight or further particulars please apply to

JARDINE, MATHESON &amp; CO., LTD.

THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

MESSAGERIES MARITIMES SERVICES CONTRACTUELS

Mail Steamer

Next Sailing Pro. arr. at H'kong

from Marseilles and sailing for S'hai &amp; Japan

Pro. Sailing from H'kong for M'les

ANDRE LEFON 19th Sept.

AMBOISE 1st Oct.

CORDILLERE 10th Aug.

ANERS 24th Aug.

ONILI 7th Sept.

PORTOS 21st Sept.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

A Class £ 95.0.0 B. Class £ 89.0.0

Steerage 2nd Class £ 68.0.0 Steamers 2nd Class £ 62.0.0

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

A. F. C. P. LECOCQ loading for Havre, Antwerp and Dunkirk

about Sept. and may eventually call at Valence, Alger, Casablanca, Bordeaux, Rotterdam (if sufficient inducement offers.)

Also through Bills of Lading issued to Helsinki, Rovani &amp; Riga.

For full particulars apply to:

Messageries Maritimes, Co.

Telephone Central 740.

CONSIGNATION TRANSIT.

REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAHIBS SUBJECT TO ALTERATION

VICTORIA, SEATTLE &amp; VANCOUVER via S'hai &amp; Japan ports

Through Bills of Lading issued to all Overland Chinese Points in U.S.A. &amp; Canada

Through passage rates to Europe via America. G. \$405. G. \$420. G. \$440

KAGA MARU ... Monday 15th Oct. at 11 a.m.

IYO MARU ... Thursday 4th Nov. at 11 a.m.

MARSELLES, LONDON &amp; ANтверPEN via Singapura &amp;c.

MISHIMA MARU ... Wednesday 28th Sept. at 11 a.m.

HAKOZAKI MARU ... Wednesday 10th Oct. at 11 a.m.

HAMBURG via LONDON &amp; ROTTERDAM.

LIVERPOOL via MARSELLES &amp; VALENCIA.

LYONS MARU ... End of Sept. or beginning Oct.

SYDNEY &amp; MELBOURNE via Manila, &amp;c.

TANGO MARU ... Wednesday 19th Sept.

YOSHINO MARU ... Wednesday 17th Oct. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TOBA MARU ... Monday 1st Oct.

BURNES AIRES via S'pore, Durban &amp; Cape Town.

KANAGAWA MARU ... End of Oct. or beginning Nov.

BOMBAY via Singapore, Penang &amp; Colombo.

TAMBA MARU ... Thursday 27th Sept.

CALCUTTA via Singapore, Penang &amp; Rangoon.

NAGATO MARU ... Wednesday 12th Sept.

NAGASAKI, KOBE &amp; YOKOHAMA.

YOSHINO MARU ... Wednesday 12th Sept. at 5 p.m.

TSUYAMA MARU ... Wednesday 19th Sept.

SHANGHAI, KOBE &amp; YOKOHAMA.

SADO MARU ... Friday 14th Sept.

MOJI MARU ... Tuesday 13th Sept.

HARUNA MARU ... Tuesday 25th Sept.

For further information apply to NIPPON YUSEN KAISHA.

Tel. Central Nos 292, 293 &amp; 2422. F. OGURI, Manager.

DODWELL &amp; CO., LTD.

NEW YORK BERTH

FOR BOSTON &amp; NEW YORK via SUEZ.

S.S. "ROWES CASTLE" ... Sailing on or about 14th Sept.

S.S. "SURUGA" ... Sailing on or about 10th Oct.

LLOYD TRIESTINO.

Taking cargo for Genoa, Naples, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

RIUME having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS. REDUCED FARE FROM HONGKONG TO ITALIAN PORTS £66.

FOR SHANGHAI, YOKOHAMA &amp; KOBE.

S.S. "VENEZIA" ... Sailing on or about 2nd Oct.

S.S. "FUIMIL" ... Sailing on or about 2nd Nov.

FOR BRINDISI, VENICE &amp; TRIESTE.

Via Singapore, Penang and Colombo.

S.S. "ROSANDRA" ... Sailing on or about end Sept.

S.S. "VENEZIA" ... Sailing on or about end Oct.

S.S. "FUIMIL" ... Sailing on or about end Nov.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sailing from Calcutta on or about 25th Sept.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage apply to DODWELL &amp; CO., LTD.

Telephone Central 1030. Agents.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

Steamer. Arrives Hongkong from Australia.

Leave H'kong for Manila, Sandakan and Aust. Ports.

TAIWAN ... 6th Oct. 11th Oct.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield &amp; Swire.

(JOHN SWIRE &amp; SON, LTD.)

Telephone Central No. 36.

Agents.

ELLERMAN LINE.

(Ellerman &amp; Bucknall S.S. Co., Ltd.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARD.

City of Karachi.

21st Oct. Shanghai &amp; Kobe.

HOMEWARD.

City of Norwich.

21st Sept. L'don, A'werp, R'dam, H'burg.

PASSAGE RATES TO LONDON.

A-Class Steamers 1st Class £29.2.- 2nd Class £6.2.-

B

## NOTICE.



## HOTELS.

## LEADING FAR EASTERN HOTELS.

HONGKONG:  
Hongkong Hotel, Peak Hotel,  
Repulse Bay Hotel.  
SHANGHAI:  
Astor House Hotel, Palace Hotel,  
Grand Hotel Kalee.  
PEKING:  
Grand Hotel des Wagons-Lits.  
The Hongkong Hotel Co.,  
In conjunction with  
The Shanghai Hotels, Ltd.  
and  
The Grand Hotel des Wagons-Lits, Ltd.

## KING EDWARD HOTEL

CENTRAL LOCATION  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tele. Central 373  
Teleg. Address: VICTORIA  
J. MITCHELL  
Manager

## THE EUROPE HOTEL

## SINGAPORE.

DANCING AFTER DINNER.  
EVERY MONDAY WEDNESDAY and SATURDAY  
TEA-DANCES  
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of  
Mr. F. R. Martens.

Telephones in every Room.  
Teleg. Address: "EUROPE, SINGAPORE."  
Telephone No. 2740 (9 lines).  
THE EUROPE HOTEL, LTD  
ARTHUR E. ODELL Manager

## THE KOWLOON HOTEL.

HONGKONG ROAD.

Opening 1st September.

First Class and most up-to-date Residential and Tourist Hotel. Six Stories of commodious large and airy rooms with every modern appliance. Elevator to every floor and to Roof Garden. Hot and cold water. Electric Lights, Fans and Bells throughout. Exceptionally well ventilated Bar and Billiard Rooms. Moderate tariff and most excellent cuisine supervised by experienced chef. Monthly and Family rates can be arranged at most reasonable terms.

For terms apply to: Mrs. J. J. BLAKE, Manageress.

KINGSCLERE HOTEL MID-LEVEL  
KNUTSFORD HOTEL KOWLOON

SACHSE, LENNOX & CO., General Agents.  
Are resident Managers.

## PALACE HOTEL, KOWLOON.

Tel. No. Kowloon 3. Tel. Add. Palace  
Two minutes from Ferry and Railway Station. Five minutes by Ferry from Hongkong.  
A first class Hotel in every respect and under English management.  
Cuisine under personal supervision of the Proprietor.  
Loung Bar and Billiard Room.  
Terms moderate.  
Special arrangements for families on application to

J. H. OXBERRY,  
Proprietor.

Board of Conservancy Works of Kwangtung.  
Waterlevel in English Feet 8 a.m.

Place of Observation	Highest W.L. ever recorded Feet	Highest W.L. ever recorded Feet	7/22	
			W.L. Aug 27 Feet	W.L. Aug 27 Feet
Wuchow	79.00	242	—	—
Kongmou	+ 14.70	6.80	—	—
Lintkonghou North	+ 57.00	0	0.5	8.0
Samnui	+ 27.25	5.00	21.0	—
Shekung East	+ 15.15	-0.98	4.8	—

BROADCASTING in HONGKONG.

On Wednesday, the 5th inst. the possibilities of Broadcasting were fully demonstrated in the offices of "The Hongkong Telegraph".

Several gramophone pieces were transmitted with wonderful clarity, which proved that the gramophone and records were as perfect in every respect as is humanly possible, because, in broadcasting, the faults in a machine or record are magnified many times.

Not only then did the experiment satisfy those present that Broadcasting can be as successful in Hongkong as in any other part of the world—it also gave eloquent testimony to the excellence and perfection of

**Brunswick**  
PHONOGRAPHS AND RECORDS  
DEMONSTRATIONS DAILY  
17, ICE HOUSE ST.

## LAMMERT BROS.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Wed. the 13th, September, 1923,

commencing at 11 a.m.

at Holt's Wharf, Kowloon (for account of the concerned) (6) Six AEG, D. C. Shunt-wound Electric Motors (21.5 Kw, 29 H. P., 220 V., 110 Amp, 100 R. P. M.) with accessories.

One Set Rails with foundation bolts. One Aircooled Starter for each Motor.

(More or less damaged by water)

Terms:—As Customary.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 14th, Sept., 1923.

at 3 p.m.

at Godown No. 48, the premises of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

(for account of the concerned) About 900 Bags Siam Rice (more or less damaged).

Terms:—Cash on Delivery.

LAMMERT BROS., Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Wednesday the 19th, Sept., 1923.

at NOON

at their Sales Rooms, Duddell Street

(for account of the concerned) The Wooden Motor ship "Wan Kiu".

as she now lies in the harbour of Hongkong off Sham Shui Po.

Three propellers.

Gross Tonnage 838.84

Registered Tonnage 527.52

Length 163.4 ft.

Breadth 30.7 ft.

Depth 19.14 ft.

Terms:—20% of Purchase Price on fall of Hammer.

For further particulars apply to the Undersigned.

LAMMERT BROS., Auctioneers.

## EXCHANGE.

Opening Rate: closing Rate on Page 11  
SELLING

30 d. San Francisco and New York

4 m. Manila, France, London, Paris, Rome, etc.

5 m. Germany, New York, etc.

6 m. N. America, London, Paris, etc.

7 m. Shanghai, N. America, London, Paris, etc.

8 m. Japan, N. America, London, Paris, etc.

9 m. India, N. America, London, Paris, etc.

10 m. Demand, India, N. America, London, Paris, etc.

11 m. T. T. Calcutta, N. America, London, Paris, etc.

12 m. On Yokohama, N. America, London, Paris, etc.

13 m. Demand, Manila, N. America, London, Paris, etc.

14 m. Demand, Singapore, N. America, London, Paris, etc.

15 m. Demand, Batavia, N. America, London, Paris, etc.

16 m. On Haiphong, N. America, London, Paris, etc.

17 m. On Saigon, N. America, London, Paris, etc.

18 m. On Bangkok, N. America, London, Paris, etc.

19 m. Sovereign, N. America, London, Paris, etc.

20 m. Goldleaf per Tael, N. America, London, Paris, etc.

21 m. Bar Silver, ready, N. America, London, Paris, etc.

22 m. Forward, N. America, London, Paris, etc.

23 m. Bank of England rates, N. America, London, Paris, etc.

24 m. New York, London, N. America, London, Paris, etc.

## SUBSIDIARY COINS.

Hongkong 50 cent pieces @ 10 par.

5 par. 5 par. 16 dis.

Canton sub. coins @ 5 par. 16 dis. 16 dis.

Hongkong September 12, 1923.

## POST OFFICE NOTICES.

Telegraphic Communication with Gop Rock light-house is interrupted.

## INWARD MAIIS.

From To Date

Shanghai ... ... ... ... 12, Sept.

Shanghai ... ... ... ... 13, Sept.

Australia & Manila ... ... ... ... 12, Sept.

London Letters via Brindisi 14th Aug.

London ... ... ... ... 13, Sept.

London ... ... ... ... 14, Sept.

London ... ... ... ... 15, Sept.

London ... ... ... ... 16, Sept.

London ... ... ... ... 17, Sept.

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